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Initial Study

Ethanac Logistics Center

PLN22-05326, PLN22-05327, PLN22-05328, PLN22-00030

Prepared for the Lead Agency:

CITY of PERRIS INC. 1911

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INITIAL STUDY

Ethanac Logistics Center

PLN22-05326, PLN22-05327, PLN22-05328, PLN22-00030

Lead Agency

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ACRONYMS LIST

Acronym	Definition
AB 52	Assembly Bill 52
ADA	American Disabilities Act
AICUZ	Air Installation Compatible Use Zone Study
ALUC	Airport Land Use Commission
APN	Assessor Parcel Number
APZ	Accident Potential Zone
ASTM	ASTM International Standard
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMP	Best Management Practice
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHSC	California Health and Safety Code
City	City of Perris
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNDDB	California Natural Diversity Database
CO	Carbon Monoxide
CREC	Controlled Recognized Environmental Conditions
CZ	Change of Zone
DIF	Development Impact Fees
DOT	United States Department of Transportation Office of Hazards and Materials Safety
DPR	Development Plan Review
DTSC	Department Toxic Substances Control
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping Management Program
FT	feet

Acronym	Definition
GHG	Greenhouse Gas
GMZ	Groundwater management zone
GP	City of Perris Comprehensive General Plan 2030
GPA	General Plan Amendment
HREC	Historical Recognized Environmental Conditions
IPA LUCP	Inland Port Airport Land Use Compatibility Plan
I-215	Interstate 215
IS	Initial Study
LI	Light Industrial
LST	Localized Significance Threshold
MARB/IPA	March Air Reserve Base/Inland Port Airport
MDP	Master Drainage Plan
MRZ	Mineral Resources Zone
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRC	Public Resource Code
PVC	Perris Valley Channel
PVRWRF	Perris Valley Regional Water Reclamation Facility
RCA	Regional Conservation Authority
RCFD	Riverside County Fire Department
REC	Recognized Environmental Conditions
ROW	Right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SF	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR HCP	Stephen's Kangaroo Rat Habitat Conservation Plan
SR	State Route

Acronym	Definition
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TDS	Total dissolved solids
TPM	Tentative Parcel Map
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
WRC RCA	Western Riverside County Regional Conservation Authority
WQCO	Water Quality Control Plan
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

1.1 Purpose and Scope

This Initial Study (IS) has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.).

Pursuant to CEQA, this IS has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed Ethanac Logistics Center (proposed Project), described in greater detail in Section 3.0 – Project Description below.

If an IS prepared for a proposed project determines that no significant effects on the environment would occur or that potentially significant impacts can be reduced to less than significant levels with implementation of specified mitigation measures, the Lead Agency shall prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to the State CEQA Guidelines Sections 15070–15075. An ND or MND is a statement by the Lead Agency attesting that a project would produce less than significant impacts or that potentially significant impacts can be reduced to less than significant levels with mitigation. If the IS determines that significant effects may occur, an Environmental Impact Report (EIR) shall be prepared. This further environmental review (i.e., the EIR) is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether or not to approve the proposed Project. This Initial Study has evaluated each of the issue areas contained in the checklist provided in Section 6.0 – Environmental Checklist of this document. The objective of this environmental document is to inform City of Perris decision makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with implementation of the proposed Project.

1.2 Document Organization

This Initial Study includes the following:

Section 1.0 – Introduction. Provides information about CEQA and its requirements for environmental review. It further explains an Initial Study was prepared to evaluate the proposed Project's potential impact to the physical environment to determine if an EIR is required.

Section 2.0 – Project Summary. Provides summary of Project Information.

Section 3.0 – Environmental Setting. Provides information about the Project's Location.

Section 4.0 – Project Description. Provides a description of the proposed Project's physical features and characteristics.

Section 5.0 – Environmental Analysis and Determination. Provides a summary of potential environmental impacts associated with the implementation of the Proposed Project.

Section 6.0 – Environmental Checklist. Includes the Environmental Checklist Form (Form) from Appendix G of the 2023 State CEQA Guidelines. This section includes a series of questions about the

project for each of the listed environmental topics. The Form evaluates the proposed Project's potential to result in significant adverse effects to the physical environment, identifies any mitigation measures that may reduce impacts to less than significant, and identifies if an EIR is required, and if an EIR is required, what environmental topics need to be analyzed.

Section 7.0 – References. Identifies the references used in preparation of this Initial Study.

1.3 Initial Study Summary of Findings

As identified through the analysis presented in this IS, with incorporation of applicable mitigation measures and General Plan policies, the proposed Project would have no impacts or less than significant impacts related to aesthetic resources, agriculture and forestry resources, biological resources, hazards and hazardous materials, mineral resources, population and housing, public services, recreation, and wildfire. Further analysis for the following environmental topics is required in a forthcoming Draft EIR due to the potential for significant impacts:

- Air Quality
- Cultural Resources
- Energy
- Geological Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

1.4 Documents Incorporated by Reference

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP). (Available at https://www.cityofperris.org/departments/development-services/general-plan)
- *Perris General Plan 2030 Draft Environmental Impact Report,* SCH No. 2004031135, certified April 26, 2005 (GP DEIR). (Available at https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000)

These reports/studies are also available for review at:

Public Service Counter
City of Perris Planning Division
135 N. D Street
Perris, California 92570
(951) 943-5003
Hours: Monday – Thursday: 8:00 AM to 6:00 PM

1.5 Contact Person

The Lead Agency for the proposed Project is the City of Perris. Any questions about the preparation of the IS, its assumptions, or its conclusions should be referred to the following:

Nathan Perez, Senior Planner
City of Perris Planning Division
135 N. D Street Perris, California 92570
(951)943-5003 / nperez@cityofperris.org

2.0 PROJECT SUMMARY

Project Title	Ethanac Logistics Center Case No.'s: PLN22-05326, PLN22-05327, PLN22-05328, PLN22-00030
Lead Agency	City of Perris 101 N. D Street Perris, California 92570
Lead Agency Contact	Nathan Perez, Senior Planner City of Perris, Planning Division 135 N. D Street Perris, California 92570 (951)943-5003 / nperez@cityofperris.org
Project Location	The proposed development area is comprised of both onsite and offsite areas totaling approximately 32 gross acres. The Project site encompasses approximately 20 on-site gross acres located at the northeastern corner of Trumble Road and Ethanac Road in the City of Perris, Riverside County, California. The proposed Project site consists of Assessor's Parcel Numbers (APNs) 329-240-016 through -020 and -023 through -027. The proposed development area also includes an additional approximately 12 gross acres of offsite improvement areas located within the rights-of-way of Sherman Road, Trumble Road, Ethanac Road, and Illinois Avenue. The Project site is located within Section 10, Township 5 South, Range 3 West, of the San Bernardino Baseline and Meridian. Maps are reflected in **Figure 1, Regional Map** and **Figure 2, Aerial Site Boundary, Figure 3, USGS Topographic Map**, respectively.
Project Sponsor's Name and Address	Hillwood 901 Via Piemonte, Ste 175 Ontario, CA 91764
General Plan and Zoning Designation	The Project site has a General Plan Land Use designation of Community Commercial and zoning designation of Commercial Community as reflected in **Figure 6, Existing General Plan Land Use Designation** and **Figure 7, Existing Zoning Designation**, respectively.
Airport Compatibility Zone	The Project site is located approximately 2.2 miles to the southwest of the Perris Valley Airport and is located outside of the Perris Valley Airport Influence Area. However, the Project site is located within the March Air Reserve Base/Inland Port Airport Land Use Plan Compatibility Plan Zone D – Flight Corridor Buffer as reflected in **Figure 8, March Air Reserve Base/Inland Port Airport Compatibility Zones**.
Project Description	The Ethanac Logistics Center (proposed Project) would involve a change of the General Plan Land Use designation for the Project site from Community Commercial to Light Industrial (LI), a change of zoning from Commercial Community to LI, and the consolidation of ten existing parcels into one parcel in order to develop the approximately 20-gross-acre site with one 412,348-square-foot warehouse building including infrastructure, appurtenances, associated parking areas and associated approximately 12 gross acres of potential offsite areas supporting improvements as reflected in **Figure 9, Proposed General Plan Amendment, Figure 10, Change of Zone, Figure 11, Tentative Parcel Map 38600,** and **Figure 12, Development Plan Review**.

Surrounding Land Uses and Setting	**North:** Industrial uses and vacant land **East:** City of Menifee and legal non-conforming residential uses **South:** City of Menifee, legal non-conforming residential, and industrial uses **West:** Vacant
Other Public Agencies Whose Approval is Required	▪ City of Menifee ▪ Eastern Municipal Water District ▪ Riverside County Flood Control and Water Conservation District ▪ Riverside County Airport Land Use Commission ▪ Santa Ana Regional Water Quality Control Board ▪ South Coast Air Quality Management District

3.0 ENVIRONMENTAL SETTING

3.1 Project Location

The proposed development area is comprised of both onsite and offsite areas totaling approximately 32 gross acres. The Project site encompasses approximately 20 gross acres located at the northeast corner of Trumble Road and Ethanac Road, in the City of Perris (City), Riverside County as reflected in **Figure 1, Regional Map** and **Figure 2, Aerial Site Boundary.** The proposed Project site consists of Assessor's Parcel Numbers (APNs) 329-240-016 through -020 and -023 through -027. The proposed development area also includes an additional approximately 12 gross acres of offsite improvement areas located within the rights-of-way of Sherman Road, Trumble Road, Ethanac Road, and Illinois Avenue, also identified in **Figure 2**. The Project site is located within Section 10, Township 5 South, Range 3 West, of the San Bernardino Baseline and Meridian as reflected in **Figure 3, USGS Topographic Map**.

The City of Perris is divided into ten planning areas. The Project site is located within the southeast portion of the City; specifically Planning Area 9. The Project site's southern and eastern borders lie adjacent to the City of Menifee, so roadway improvements along these frontages may slightly encroach into the City of Menifee. Additionally, drainage improvements are necessary just north of the site to connect to existing facilities. These improvements may also encroach into the City of Menifee.

3.2 Existing Setting

The Project area is relatively flat, sloping in a southeasterly direction with elevations ranging from 1,427 to 1,433 feet above mean sea level. The Project site is unimproved, vacant, and generally flat; dominated by fallow field. A chain link fence is located along the northern boundary of the site. Historically, the site has been used for agricultural purposes. Views of the Project site in its existing condition are provided in **Figure 4, Project Site Photographs 1-3** and **Figure 5, Project Site Photographs 4-5**.

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site is not located within an MSHCP Criteria Cell, Cell Group, or Linkage Area. The Project site contains disturbed vegetation that receives frequent weed abatement (i.e., chain flail mowing, disking).

3.3 Existing General Plan Land Use and Zoning Designation

The Project site has a General Plan land use designation of Community Commercial and a Zoning designation of Commercial Community as reflected in **Figure 6, Existing General Plan Land Use Designation** and **Figure 7, Existing Zoning Designation**.

3.4 Surrounding Land Uses

The area to the east and south of the Project site is located within the City of Menifee. The area surrounding the Project site is dominated by vacant land, as well as existing industrial and residential uses as shown on **Figure 2** above, and as described in **Table A, Surrounding Land Uses**, below.

Table A, Surrounding Land Uses

Location	Existing Land Usage	General Plan Land Use Designation	Zoning Designation
Project Site	Unimproved and Vacant	Community Commercial	Commercial Community
North	Industrial uses and vacant land	Commercial Retail (CR); Light Industrial (LI)	Commercial Retail (CR); Light Industrial (LI)
East	City of Menifee Legal non-conforming residential uses	Business Park (BP)	Business Park (BP)
South	City of Menifee Legal non-conforming residential and industrial uses	Commercial Retail (CR); Business Park (BP)	Commercial Retail (CR); Business Park (BP)
West	Vacant land	Community Commercial	Commercial Community

3.5 Airport Land Use

The Project site is located approximately 2.2 miles to the southwest of the Perris Valley Airport and is located outside of the Perris Valley Airport Influence Area. However, the Project is located within the March Air Reserve Base/Inland Port Airport Land Use Plan Compatibility Plan Zone D – Flight Corridor Buffer as reflected in **Figure 8, March Air Reserve Base/Inland Port Airport Compatibility Zones**.

3.6 Vehicular Circulation and Site Access

Regional access to the Project site is provided via Interstate 215 (I-215) located approximately one-quarter mile west of the Project site and State Route 74 (SR-74) east of the site. Existing roadways surrounding the Project site include Trumble Road, Sherman Road, and Ethanac Road. Primary access to the Project site is provided from Trumble Road to the west and Ethanac Road to the south. The City of Perris General Plan– Circulation Element describes the roadway designations and current conditions as described below.

- Trumble Road is a north-south two-lane undivided roadway designated for 78 feet of right-of-way (ROW) and is classified by the City of Perris General Plan Circulation Element as a Major Collector. Trumble Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.
- Sherman Road is a north-south two-lane roadway designated for 60 feet of ROW and is classified by the City of Perris General Plan Circulation Element as a Local roadway. Sherman Road is currently a paved two-lane roadway with no sidewalks or curbs and gutters and has not been improved to its ultimate buildout condition.

- Ethanac Road is an east-west two-lane undivided roadway designated for 184 feet of ROW and is classified by the City of Perris General Plan Circulation Element as an Expressway. Ethanac Road is currently a paved two-lane roadway and does not contain sidewalks, curbs and gutters, or traffic light signals. It has not been improved to its ultimate buildout condition. Ethanac Road is also a designated truck route that provides direct access to I-215.
- Illinois Avenue is an east-west two-lane roadway with striped center lane, curb and gutter and streetlights on both sides of the roadway, and sidewalk with landscaped area on the northern side of the roadway and a portion of the southern side of the roadway. Illinois Avenue is not classified as a General Plan roadway.

The Project would include improvements to roadways along Project site frontage (Sherman Road, Ethanac Road and Trumble Road) as well as offsite areas along Trumble Road (north of the Project site to Illinois Avenue) and Illinois Avenue (from Trumble Road and potentially up to I-215), and potential improvements to the intersection of Trumble Road and Ethanac Road. The Project site is adjacent to the City of Menifee. The centerlines of Sherman Road and Ethanac Road delineates the boundaries between the City of Perris and City of Menifee, with the City of Menifee limits located east of the centerline of Sherman Road and south of the General Plan centerline of Ethanac Road. The centerline of Trumble Road, north of the Project site delineates the boundaries between the City of Perris and City of Menifee; with Perris limits located west of the centerline and Menifee limits located east of the centerline. The City of Menifee General Plan Circulation Element describes these roadways as follows:

- Trumble Road is a north-south roadway designated for 74 feet of ROW and classified by the City of Menifee General Plan as a Collector.
- Sherman Road is a north-south roadway designated for 118 feet of ROW classified by the City of Menifee General Plan as a Major roadway.
- Ethanac Road is an east-west roadway designated for 184 feet to 220 feet of ROW and is classified by the City of Menifee General Plan as an Expressway.

3.7 Public Transit

The City of Perris is currently served by the Riverside Transit Agency (RTA). However, the Project site is not currently served by any designated RTA route. Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. The closest Metrolink stations are the Perris South and Perris Downtown stations; approximately 1.5 miles and 3 miles northwest of the site, respectively.

4.0 PROJECT DESCRIPTION

4.1 Land Use Applications

The proposed Project includes the following entitlement applications for consideration by the City of Perris:

- General Plan Amendment (GPA) Case No. PLN22-05326: Proposed to amend the City of Perris General Plan land use designation and redesignate the approximately 20-gross-acre site from Community Commercial to Light Industrial as per **Figure 9, Proposed General Plan Amendment**.
- Change of Zone (CZ) Case No. PLN22-05327: Proposed to rezone the approximately 20-gross-acre site from Commercial Community to Light Industrial as per **Figure 10, Proposed Change of Zone**.

- Tentative Parcel Map No. 38600 (TPM) Case No. PLN22-05328: Proposed to consolidate the existing ten (10) parcels at the Project site into one parcel and to dedicate portions of Tumble Road, Sherman Road, and Ethanac Road ROW as per **Figure 11, Tentative Parcel Map 38600**.
- Development Plan Review (DPR) Case No. PLN22-00030: Proposed to develop an approximately 20-gross-acre site with a 412,348-square-foot building consisting of a high-cube speculative warehouse for distribution uses as per **Figure 12, Development Plan Review**. It is anticipated that 50,000 square feet of the building could be utilized for cold-refrigerated storage and 15,000 square feet would be utilized for supporting office uses. In addition to the approximately 20 gross acre site, approximately 12 additional gross acres of offsite improvements are included.

4.2 Proposed Project

The Ethanac Logistics Center (proposed Project) includes all onsite and offsite improvements and involves the merging of ten parcels at the Project site to create one approximately 20-gross-acre parcel for the construction and operation of a 412,348-square-foot warehouse building including infrastructure, appurtenances, associated parking areas, and associated offsite supporting improvements. The building is proposed to accommodate high-cube warehouse distribution uses, anticipating that 50,000 square feet could be utilized for cold-refrigerated storage and 15,000 square feet for supporting office uses. The building would include some solar panels on the rooftop, 32 dock doors on the east side, and 29 dock doors on the west side. The proposed Project would be constructed as a speculative or "spec" building; that is, there is not a specific tenant identified at this time. It is anticipated that the building could operate 24 hours a day, seven days a week. The warehouse is not anticipated to include e-commerce.

As shown on **Figure 13, Building Elevations**, the design of the building is modern industrial and includes concrete tilt-up wall construction with board-formed cement veneer and standard window glazing. The building height would not exceed the City's maximum standard of 50 feet. Consistent with the Perris Municipal Code, Chapter 19.44 Industrial Zones, the proposed site plan includes outdoor employee amenities. Two outdoor patio areas are proposed: one patio area adjacent to the southwestern office and another patio area near the southeastern office area. Future tenants would be required to provide an indoor employee amenity area.

Project Site Access

The Project site's automobile entrance would be separate from the truck entrance. Automobile vehicles would access the Project site via two driveways along Ethanac Road. Trucks would access the site via two separate driveways along Trumble Road. Emergency access would also be available from Trumble Road. No access is proposed to be offered from Sherman Road.

Parking

The automobile parking area would be physically separated from the trucks' path of travel by the building and an 8-foot-high manually operated metal gate containing view obscuring mesh and a Knox-pad for emergency vehicle access. The Project would provide a total of 106 passenger vehicle parking stalls, consisting of 76 standard stalls, 5 American Disabilities Act-compliant (ADA) stalls, and 25 Electric Vehicle (EV)/EV Capable) stalls. Passenger vehicle parking would be provided in the south and southeast corner of the building near the office areas. The Project would also include 157 trailer parking stalls. Bike racks would also be provided at the Project site for employee use, per City standards.

Pedestrian Circulation

Pedestrian paths of travel would be provided between passenger vehicle parking areas and the office areas away from the trucks' path of travel. The Project would also provide curbs and sidewalks to facilitate pedestrian access even though the site is not adjacent to any existing or planned area-wide open space, trails, parks, or other community amenities. Sidewalks would be installed along Ethanac Road, Trumble Road, and Sherman Road along the Project site's frontage. Class II Bike lanes would be provided along Ethanac Road along the Project's frontage.

Screening and Landscaping

The Project is proposed to be consistent with City standards and provide 14-foot-high screen walls and perimeter landscaping along the Project site's frontage. **Figure 14, Screening Details, Figure 15, Elevation Details**, and **Figure 16, Line of Sight** provides the typical elevations of the proposed screen walls, gates, trash enclosures, and views. The proposed landscaping consists of drought-tolerant and climate appropriate trees, shrubs and ground cover that include native species and would meet or exceed standards set forth in the Perris General Plan as reflected on **Figure 17, Conceptual Landscape Plan**. The landscape plan is designed to provide visual appeal and screen the views of the passenger vehicle parking lots from public rights-of-way as reflected in **Figure 18, View of Project Site**.

All roof mounted materials would be set back and fully screened from public view behind a parapet. Trash enclosures would be approximately 8 feet in height and utilize concrete tilt-up panels consistent with the proposed buildings.

Eastern Project Boundary

The Project boundary along Sherman Road includes a proposed 6-foot-high wall that would be sited atop an 8-foot-high retained berm to screen both the view of the truck parking areas and loading bays. A 47.8-foot-wide landscape area would further buffer and screen the Project site from Sherman Road. An additional 4 feet of landscape and 6-foot-wide sidewalk would be provided within the ROW along Sherman Road. The perimeter landscaping would include screening trees. The Project would also include roadway improvements to the centerline of Sherman Road.

Western Project Boundary

The Project boundary along Trumble Road includes a proposed 6-foot-high wall that would be sited atop an 8-foot-high retained berm to screen both the view of the truck parking areas and loading bays. A 56.3-foot-wide landscape area would further buffer and screen the Project site from Trumble Road. An additional 5 feet of landscape and 6-foot-wide sidewalk would be provided within the ROW along Trumble Road. Perimeter landscaping would include screening trees. The Project would also include roadway improvements along Trumble Road.

Northern Project Boundary

Along the northeastern-most boundary of the Project site, adjacent to the existing properties, the Project would provide a retaining screen wall ranging from 0.5 feet to 3.5 feet in height. A retaining wall ranging from 3 feet to 8 feet in height would be provided along the northwestern parking areas. The Project would also include roadway improvements north of the Project site to Illinois Avenue and Illinois Avenue west to Interstate 215.

Southern Project Boundary

Improvements along Ethanac Road would include a 25-foot-wide parkway with 8-foot-wide sidewalk. Perimeter landscaping would include screening trees. The Project would provide a 14-foot-high retaining wall along the southwestern parking area adjacent to the existing property located at the southwest corner of Ethanac and Trumble Roads. A landscape buffer would also be provided between the proposed building and the existing property's eastern boundary. The Project would also include roadway improvements just south of the centerline of Ethanac Road.

Lighting

Project lighting will include security lights along the buildings and wall and pole-mounted lights in the parking areas as reflected in **Figure 19, Proposed Lighting**. All Project-related lighting shall be required to conform to the Perris Municipal Code.

4.3 Infrastructure Improvements

Existing and proposed infrastructure is reflected in **Figure 20, Existing and Proposed Utilities**.

4.3.1 Water

Domestic water services in the Project vicinity are provided by the Eastern Municipal Water District (EMWD). There are existing water lines near the Project site: 12-inch diameter waterline in Trumble Road; 20-inch diameter waterline and 18-inch brackish waterline in Ethanac Road; 8-inch diameter waterline, 18-inch brackish waterline, brackish water blowoff valve, and fire hydrant in Sherman Road; as well as a 12-inch waterline in Sherman south of Ethanac Road. There is also an existing 8-inch water line in Illinois Avenue. The Project would connect to the 12-inch waterline in Trumble Road. The Project would also provide a diesel-powered fire flow pump that would be used for fire flow demands. The fire flow pump would only be used during fire emergencies and routine testing and would not be part of the Project's normal daily operations. No offsite water line improvements are proposed.

4.3.2 Recycled Water

Recycled water services in the Project vicinity are also provided by the EMWD. There are no existing recycled water lines adjacent to the Project site. The closest recycled water lines are within Case Road, west of I-215 and within McLaughlin Road, south of the Project site over half a mile away. The sizing of those recycled water lines do not account for irrigation demands from this proposed Project and the EMWD will not require extension of those lines. There are nearby projects in development that may result in construction of recycled water facilities closer to the Project site. The Project would include recycled water irrigation facilities that would connect to future recycled water facilities. In the meantime, irrigation lines within the Project site would connect to the existing 12-inch waterline in Trumble Road.

4.3.3 Sewer

Sewer (wastewater) collection and treatment services in the Project vicinity are also provided by the EMWD. There is an existing 15-inch sewer line in Ethanac Road, an existing 10-inch sewer line in Trumble Road, and an existing 8-inch sewer line in Sherman Road (south of Ethanac Road). The Project would connect to the existing 15-inch sewer line in Ethanac Road. No offsite sewer line improvements are proposed.

4.3.4 Storm Drain

The Project site is located within the Romoland Master Drainage Plan watershed area. There are no existing storm drain facilities adjacent to the Project site but the Project site is naturally tributary to the Romoland Master Drainage Plan (MDP) Line A-11 facility.

Onsite runoff would be conveyed throughout the site via proposed curb and gutters and captured by a network of drainage inlets that convey captured flows towards underground storage chambers before being pumped to a proposed biotreatment device for water quality treatment. Treated stormwater would then gravity flow to a proposed storm drain line in Trumble Road, that connects to City of Perris Line A (City Line A) in Illinois Avenue. City Line A connects to MDP Line A-11 which ultimately connects to MDP Line A.

Offsite flows tributary to the Project site, from east of Sherman Road, would be collected via proposed catch basins in Sherman Road and conveyed via storm drain to an underground storage chamber system on the west side of the Project site. Flows would then be pumped out of the storage system and confluence with the onsite flows in the proposed storm drain line in Trumble Road and continue from there, as described above.

The Project applicant would construct offsite drainage facilities traveling north of the Project site in Trumble Road to Illinois Avenue to connect to the existing Line A-11 (an existing 36-inch to 48-inch reinforced concrete pipe).

Hence, the Project applicant would construct onsite drainage improvements as well as offsite drainage improvements in Trumble Road north of the Project site to Illinois Avenue and along Illinois Avenue from Trumble Avenue to I-215 in order to connect to MDP Line A-11 and ultimately MDP Line A. The Project would be generally consistent with the Romoland MDP since flows will ultimately drain to MDP facility Line A. It is anticipated that construction of any off-site drainage facilities would occur within roadway ROW.

4.3.5 Utilities

Future development of the proposed Project site would require utility services provided by the purveyors identified in **Table B, Utility Purveyors**.

Table B, Utility Purveyors

Services Provided	Purveyor
Water/Recycled Water	EMWD
Sewer	EMWD
Telephone	Verizon/Frontier
Electricity	Southern California Edison
Natural gas	Southern California Gas Company
Solid Waste Disposal	CR&R Disposal
Cable Television/Internet	Frontier Communications

There are existing utilities in the surrounding and offsite roadways as follows:

- Ethanac Road – There are two existing power poles located along Ethanac Road that would be undergrounded as part of roadway improvements. Ethanac Road includes existing 2-inch and 6-

inch gas lines. There are also existing overhead utility and power poles along the south side of the roadway but these would remain in place since this is not along the Project frontage,

- Sherman Road – There is an existing telephone and 2-inch gas line in Sherman Road as well as an existing overhead utility along the eastern side of the roadway.
- Trumble Road – Trumble Road includes an existing 2-inch gas line, telephone, and electricity.
- Illinois Avenue – There is an existing 2-inch gas line in Illinois Avenue.

4.4 Offsite Improvements

Offsite improvements are associated with storm drain facilities and roadway improvements as reflected in **Figure 2**, above. Drainage improvements would require an extension of City Line A, located along the west side of Trumble Road. Drainage improvements would extend from the Project site north in Trumble Road to Illinois Avenue and then west to I-215 in order to connect to existing MDP Line A-11 and ultimately MDP Line A, as discussed in Section 4.3.4 above. Construction of this line and repaving of Trumble Road would require an encroachment permit from the City of Menifee since improvements may extend slightly beyond the centerline and for construction traffic control. The Project may also be required to improve the intersection of Ethanac and Trumble Roads along frontage of the not-a-part parcel identified on the Development Plan. These improvements would also require an encroachment permit from the City of Perris for construction traffic control and potential encroachment over the roadway centerline.

4.5 Construction and Site Preparation

Project site construction would involve grading and earthwork within the site boundaries to accommodate the proposed warehouse structure, infrastructure, appurtenances, and associated parking areas as reflected in **Figure 21, Proposed Grading Plan**. The proposed warehouse building includes concrete tilt-up wall construction. Nighttime pouring of concrete is anticipated during summer months. The Project site grading would provide 15,600 cubic yards (CY) of cut and 66,100 CY of fill; hence would require 50,500 CY of soil import. Construction of offsite infrastructure such as storm drain facilities are also anticipated.

Prior to grading operations, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in accordance with the requirements of the statewide general National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for stormwater discharge from construction sites. The SWPPP will include Project-specific best management practices (BMPs) to reduce erosion and sedimentation and is subject to review and comment by the City Public Works Department. BMPs may include, but not be limited to, soil stabilization controls, perimeter silt fences, placement of hay bales, and use of sediment basins. All erosion and sediment controls will be in accordance with the currently adopted state general permit. The developer and construction contractor would be responsible for implementing the BMPs in accordance with the SWPPP.

Project construction would not be phased and is anticipated to begin in Fall 2024. Construction is anticipated to be completed in 2025. This construction schedule represents a “worst-case” analysis. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the State CEQA Guidelines.

4.6 Airport Land Use Consistency Determination

The Project site is located within Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). As such, the Project has been reviewed by the Riverside County

Airport Land Use Commission (ALUC) to ensure compatibility with the MARB/IPA ALUCP. The ALUC determined via a public hearing June 8, 2023, that the Project is consistent with the MARB/IPA ALUCP. Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023.

4.7 Sustainability Features

The Project would meet or exceed all applicable standards under California's Green Building Code (CalGreen) and the Building Energy Efficiency Standards contained in Title 24. The Project shall implement concepts of efficient design and material use that are consistent with LEED Certification Levels. This would be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- Design buildings to achieve U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) features for potential certification. This includes design considerations related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, architectural expressions, such as roofs and windows in the buildings will relate to conserving energy.
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star® rated.
- For future office improvement, refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) standards and/or per California Title 24 requirements.
- Incorporate Energy Star ® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots will be landscaped in accordance with City standards to reduce heat island effect.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water

Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- The property operator will provide readily available information provided by the City for employee education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.
- Provide electric vehicle (EV) infrastructure and facilitate EV charging in accordance with Section 5.106.5.3, Electric Vehicle Charging Requirements, of the California Green Building Standards Code Part 11. Accordingly, the Project will provide 25 EV-capable parking spaces and at least 6 of these spaces will be equipped with EV charging stations at Project opening.
- Signage shall be posted onsite directing truck drivers to use existing City truck routes on Ethanac Road.
- Provide Class II bike lanes on Ethanac Road, within the Project's frontage, per the City's Active Transportation Plan.
- Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience in compliance with Section 5.106.4 of the California Green Building Standards Code Part 11 and standard City code requirements.

Onsite Equipment and Loading Docks

- The Project owner will inform building operators of existing requirements to turn off equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 5 minutes. Truck idling shall not exceed 5 minutes in time. All facilities will post signs (both interior and exterior facing signs, including signs directed at all dock and delivery areas) requiring that trucks shall not be left idling for more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes and to report violations to the California Air Resources Board, the South Coast Air Quality Management District, and the building manager.

- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric or powered by other alternative fuels.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.
- Use regionally produced and/or manufactured building materials, where feasible, for Project construction.

Use "green" building materials where feasible, such as those materials that are resource efficient and recycled and manufactured in an environmentally friendly way.

4.8 Discretionary Actions and Approvals

The following approvals and permits are required from the City of Perris to implement the proposed Project:

- **Certification of an EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- **General Plan Amendmen**t (GPA), Case No. PLN22-05326, to amend the City of Perris General Plan and redesignate the approximately 20-acre site from Community Commercial to Light Industrial (LI).
- **Change of Zone** (CZ), Case No. PLN22-05327, to rezone the approximately 20-acre site from Commercial Community Commercial to Light Industrial (LI).
- **Tentative Parcel Map** (TPM) No. 38600, Case No. PLN22-05328, to consolidate the existing ten (10) parcels at the Project site into one parcel and to dedicate portions of Tumble Road, Sherman Road, and Ethanac Road ROW; and
- **Development Plan Review** (DPR): PLN22-00030, to develop an approximately 20-gross-acre site with a 412,348-square-foot building consisting of a high-cube speculative warehouse for distribution uses. It is anticipated that 50,000 square feet of the building could be utilized for cold-refrigerated storage and 15,000 square feet would be utilized for supporting office uses. In addition to the approximately 20-gross-acre site, approximately 12 additional gross acres of offsite improvements are included.

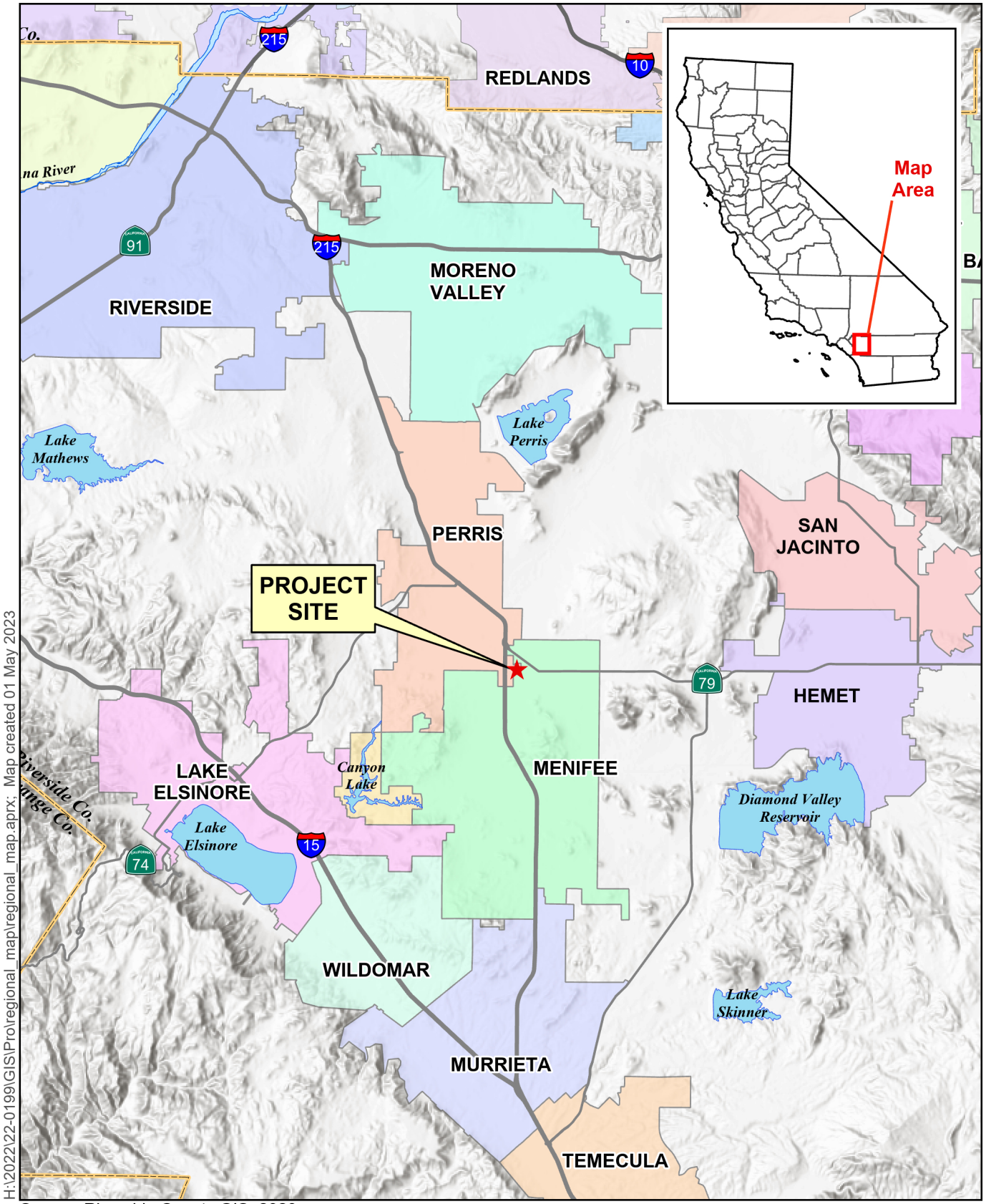
Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the proposed Project include:

- Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all onsite and offsite plans, including grading and onsite and offsite utilities; and
- Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows.

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

- Riverside County Airport Land Use Commission – Consistency Determination with March Air Reserve Base Comprehensive Land Use Plan;

- Santa Ana Regional Water Quality Control Board (RWQCB) – A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- South Coast Air Quality Management District – Approval of permits to install and operate a diesel-powered fire water pump backup generator and compliance with the Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Eastern Municipal Water District (EMWD) – Approval of water and sewer improvement plans;
- Permits or associated approval by other utility agencies, as necessary, for installation of new utility infrastructure or connections to existing facilities;
- Riverside County Flood Control and Water Conservation District (RCFCWCD) – Encroachment permits and approval of construction of the Romoland MDP storm drain line; and
- City of Menifee – Encroachment permits and approval of construction related to roadway improvements along Sherman Road and Ethanac Road, as well as connection to the Romoland MDP storm drain line for a portion of Trumble Road north of the Project site to Illinois Avenue.



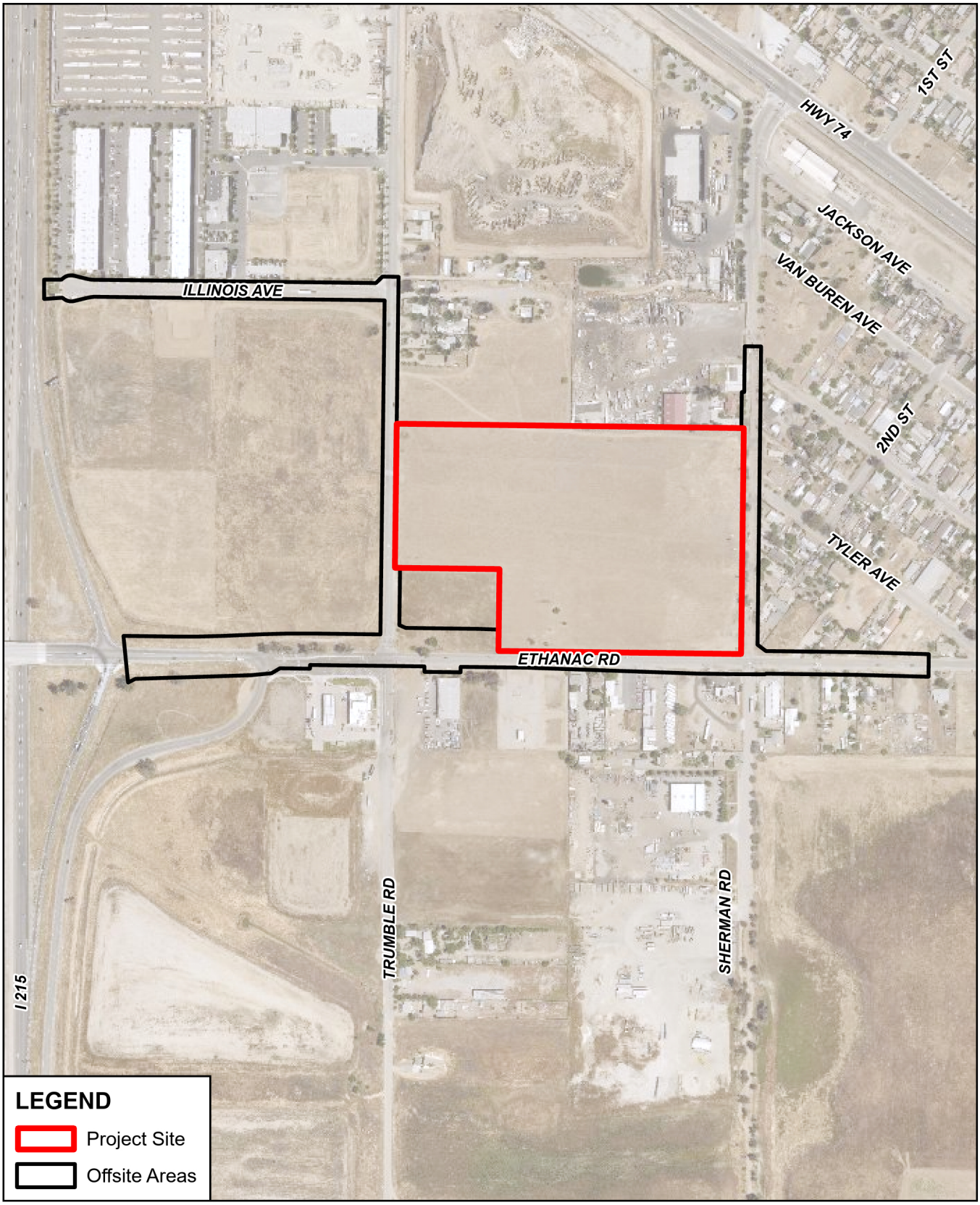
Source: Riverside County GIS, 2020

0 2 4 6 Miles

Figure 1 - Regional Map

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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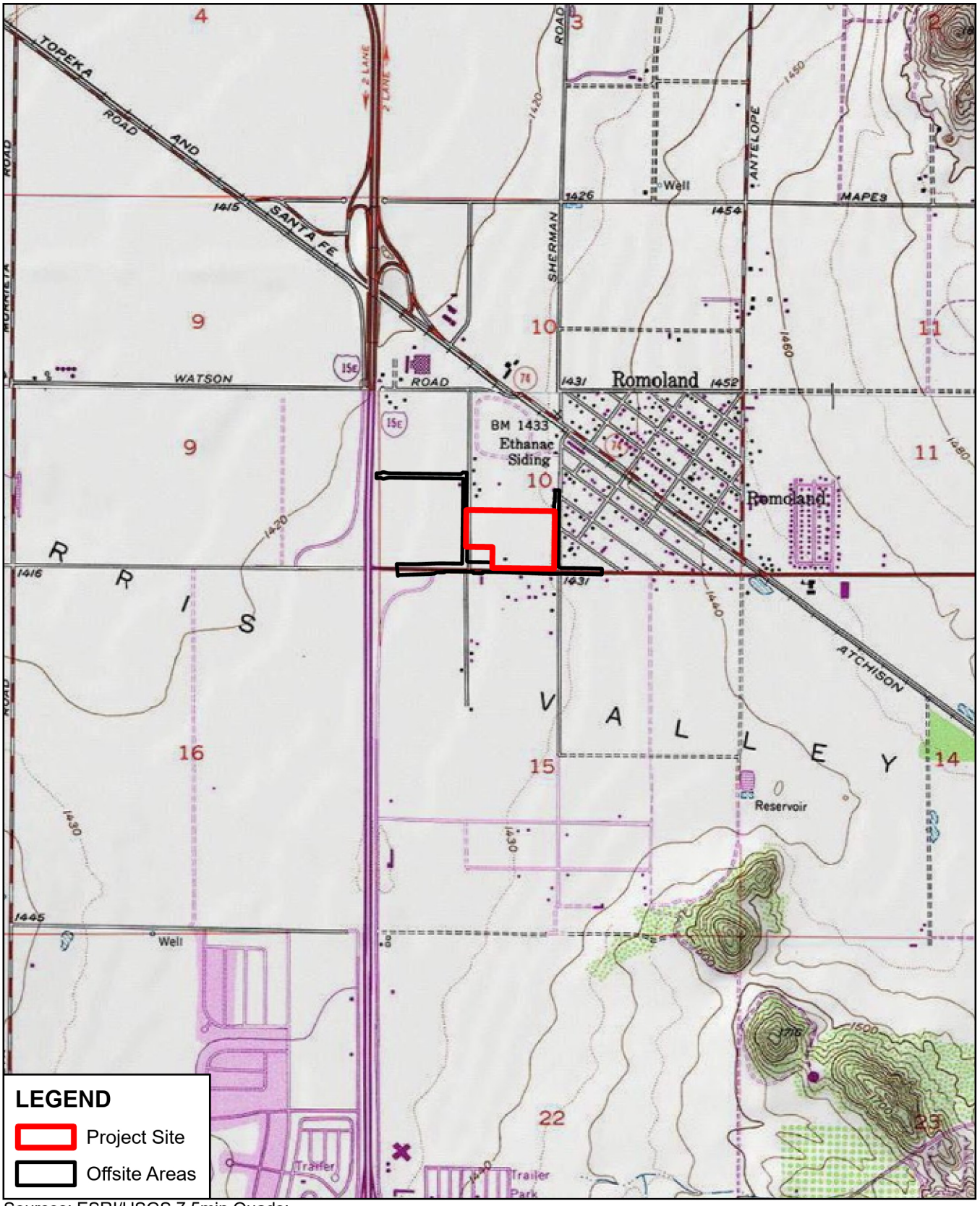
Sources: Riverside Co. 2020.

0 250 500 750 Feet

Figure 2 - Aerial Site Boundary

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0199\GIS\Pro\usgs_topo\topo_map.aprx; Map created 18 May 2023

Sources: ESRI/USGS 7.5min Quads: ROMOLAND

0 1,000 2,000 3,000 Feet

Figure 3 - USGS Topographic Map

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ALBERT A. WEBB ASSOCIATES

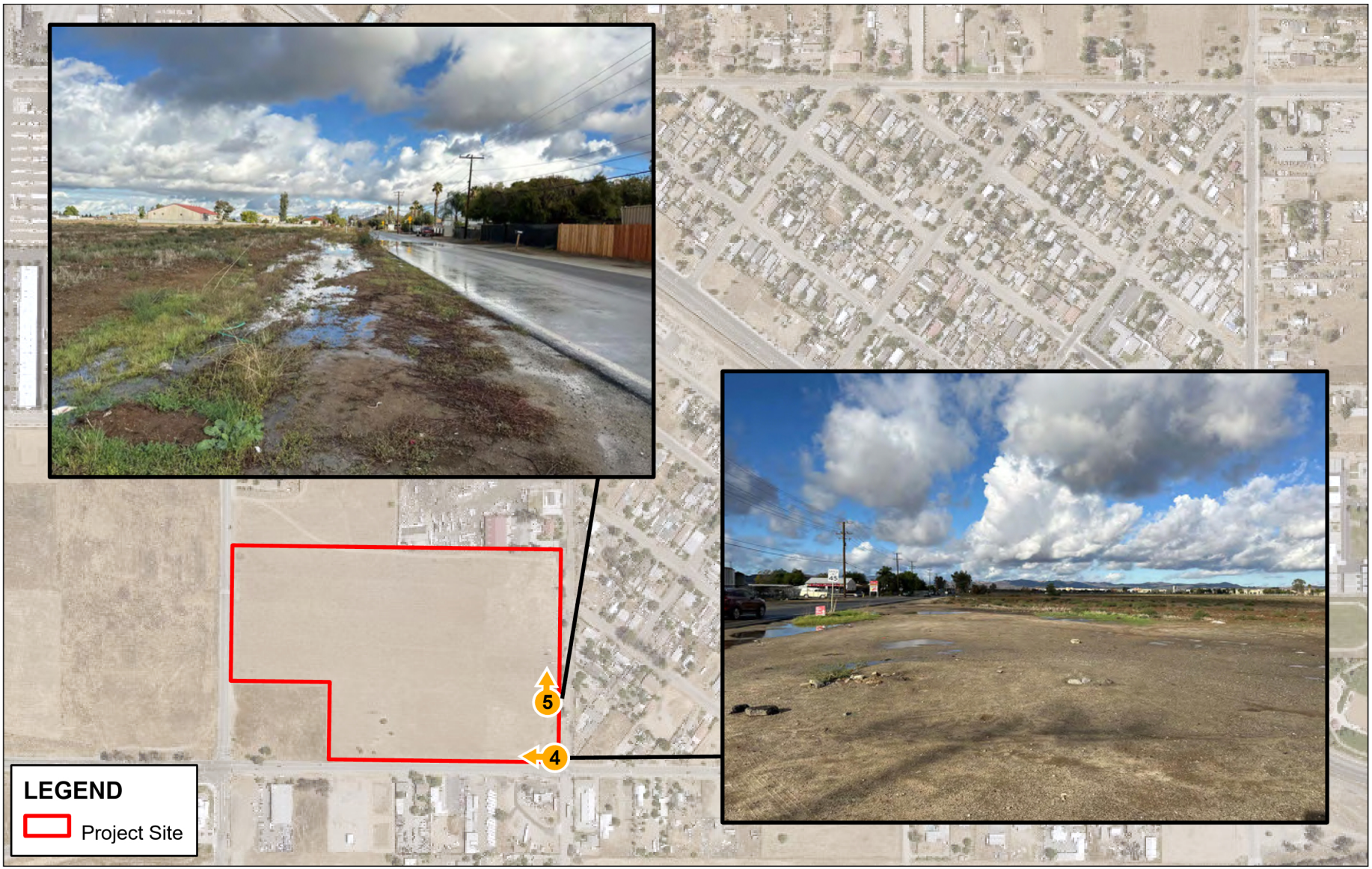


Source: Riverside Co. 2020; ECorp (site images), 2021.

Figure 4 - Project Site Photographs 1-3

Ethanac Logistics Center

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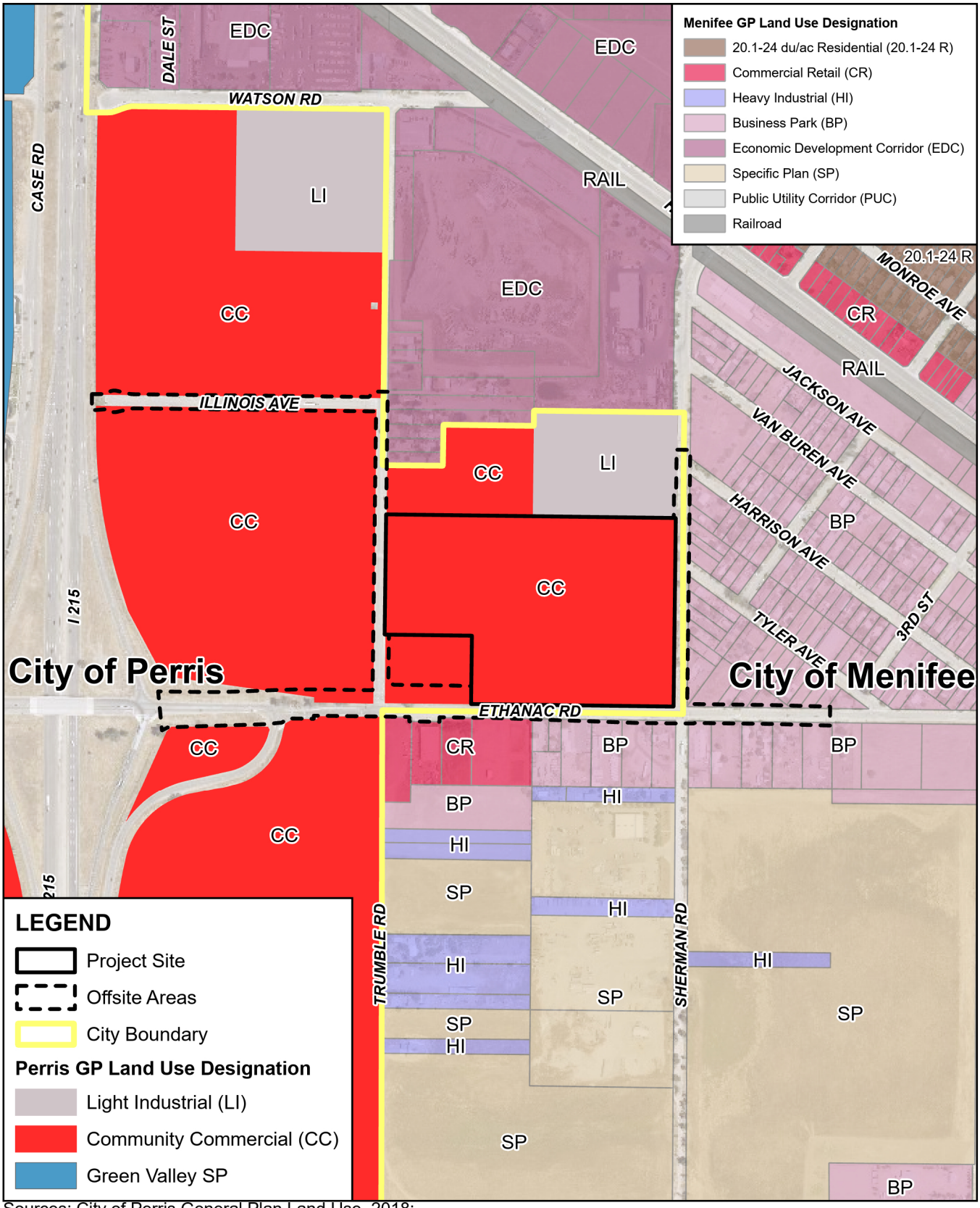
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Source: Riverside Co. 2020; ECorp (site images), 2021.

Figure 5 - Project Site Photographs 4-5

Ethanac Logistics Center

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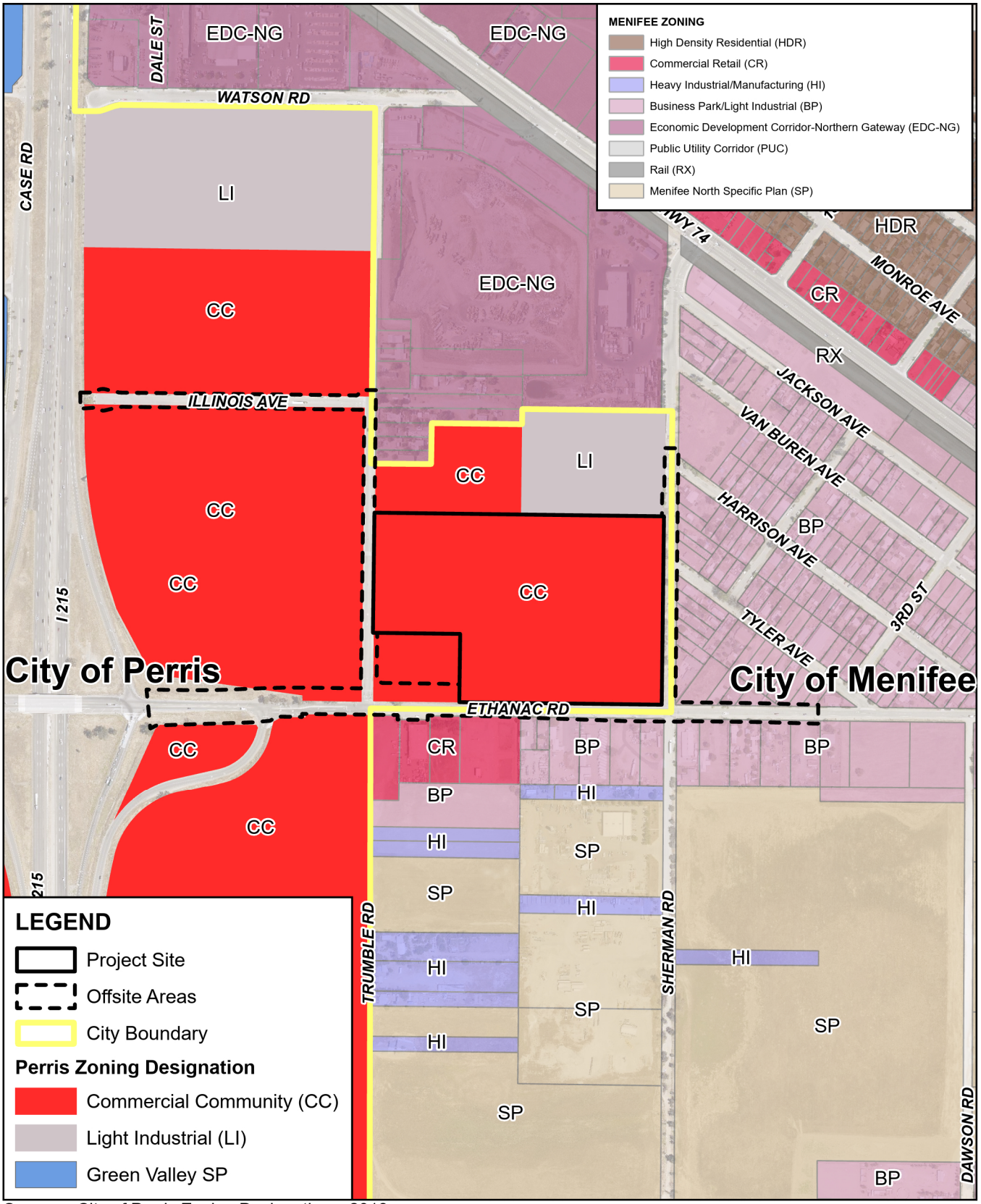
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Sources: City of Perris General Plan Land Use, 2018;
City of Menifee GPLU, Dec. 2021;
Riverside County, 2020.

Figure 6 - Existing General Plan Land Use Designation

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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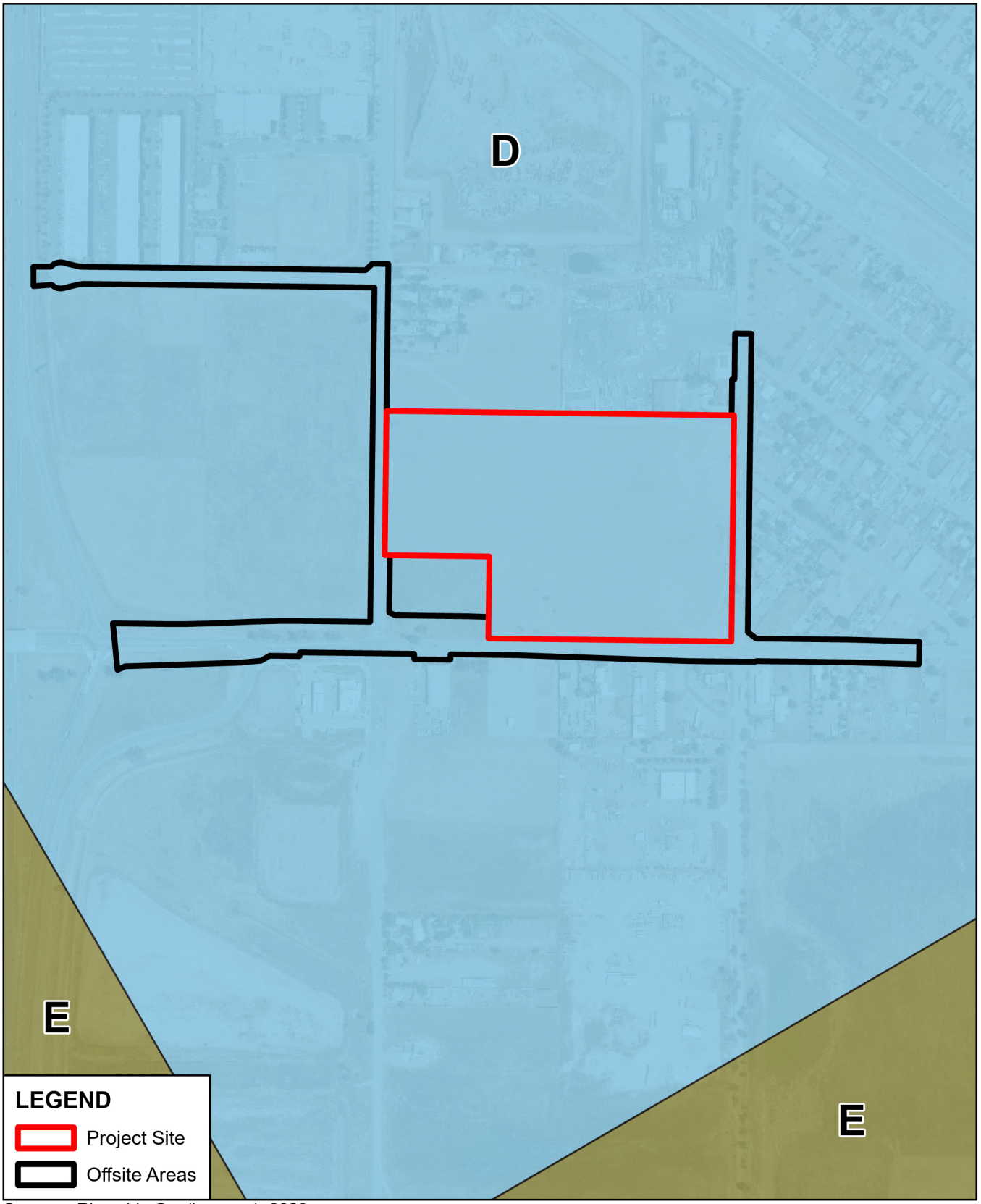
Sources: City of Perris Zoning Designations, 2018;
City of Menifee Zoning Map, Feb. 2022;
Riverside County, 2020.

0 250 500 750 Feet

Figure 7 - Existing Zoning Designation

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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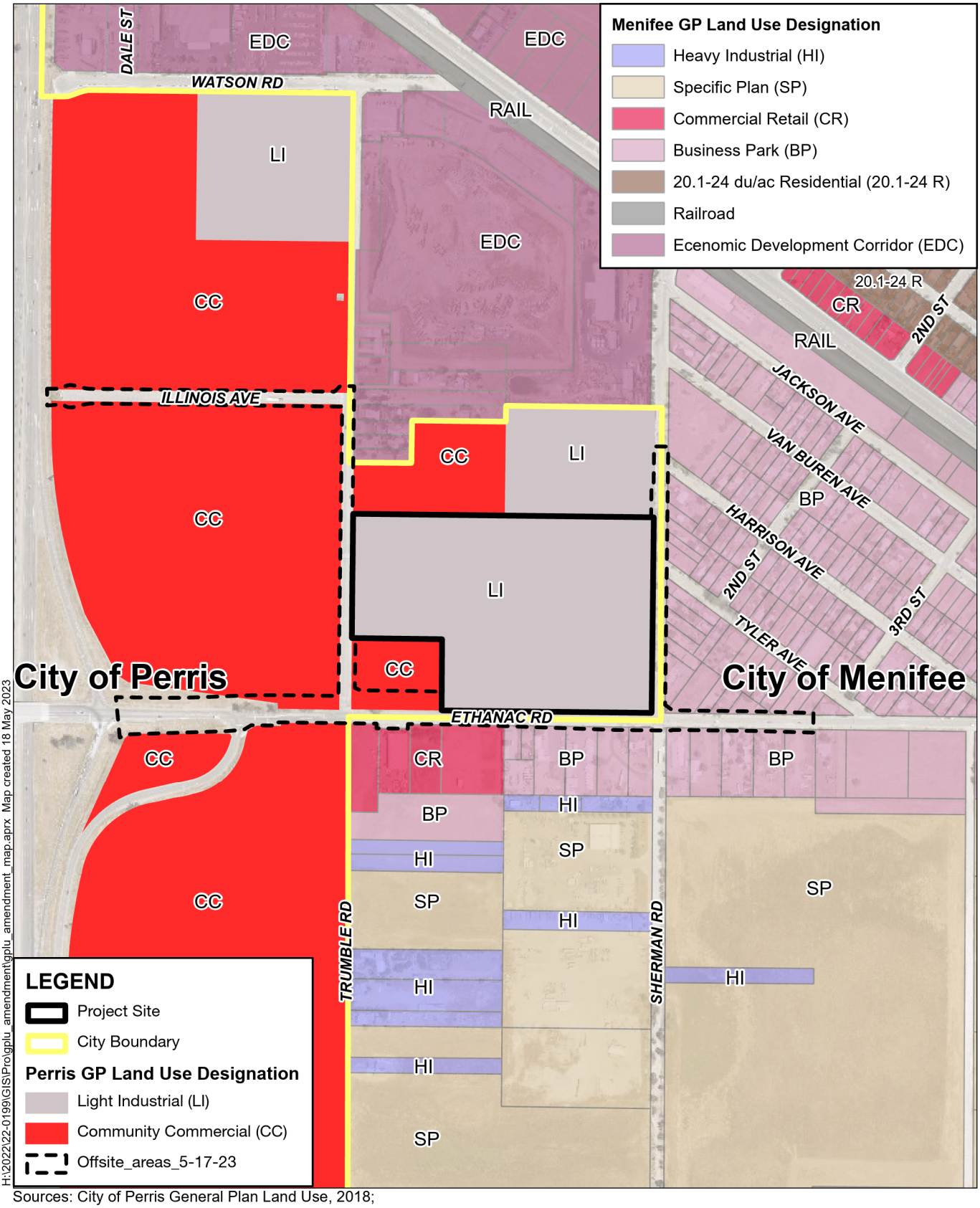
Sources: Riverside Co. (imagery), 2020;
March Air Reserve Base Compatibility Zones, 2022.

0 250 500 750 Feet

Figure 8 - March Air Reserve Base Airport Land Use Compatibility Zones

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ALBERT A. WEBB ASSOCIATES



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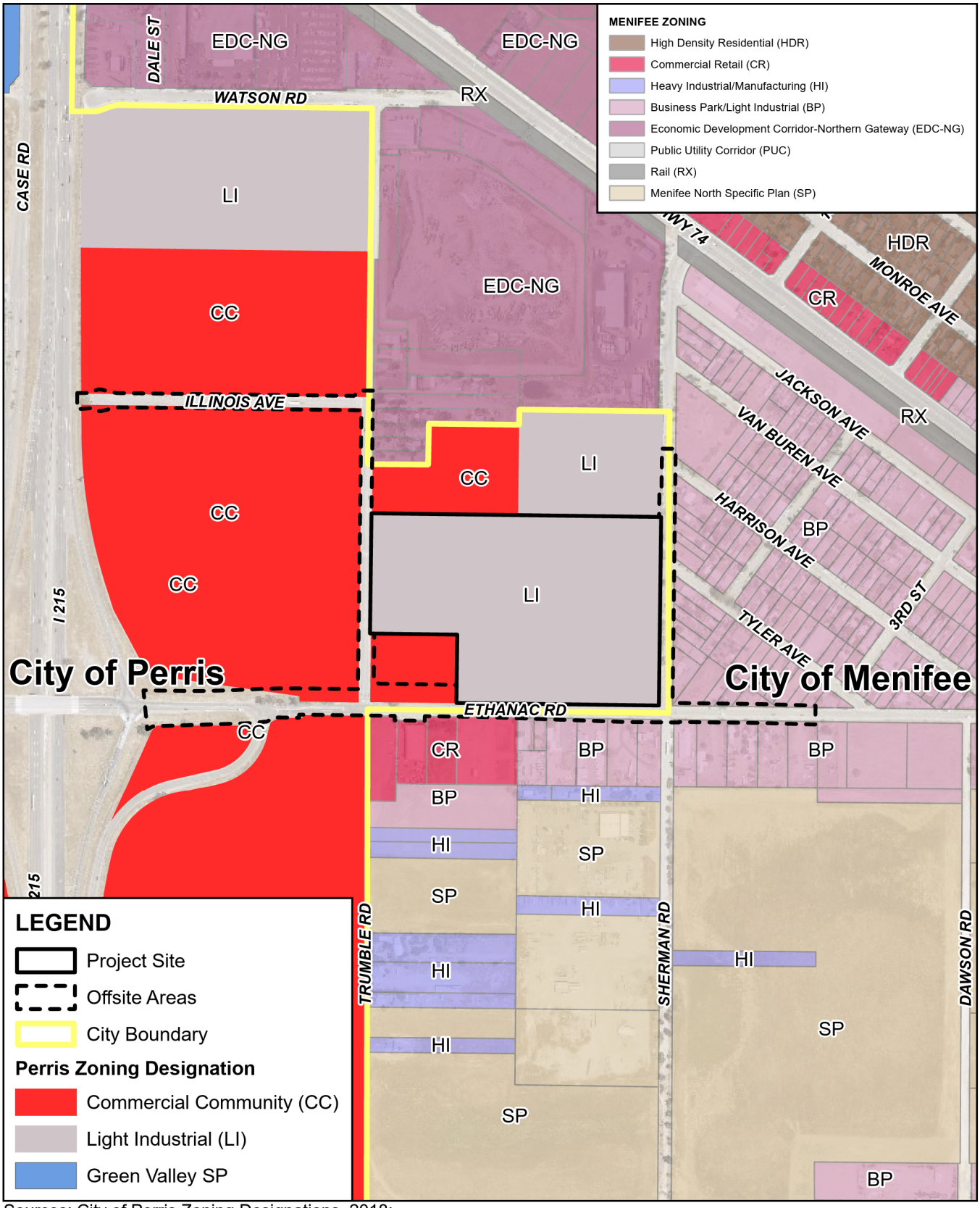
Sources: City of Perris General Plan Land Use, 2018;
City of Menifee GPLU, Dec. 2021;
Riverside County, 2020.

0 250 500 750 Feet

Figure 9 - Proposed General Plan Amendment

Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



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Sources: City of Perris Zoning Designations, 2018;
City of Menifee Zoning Map, Feb. 2022;
Riverside County, 2020.

Figure 10 - Proposed Change of Zone

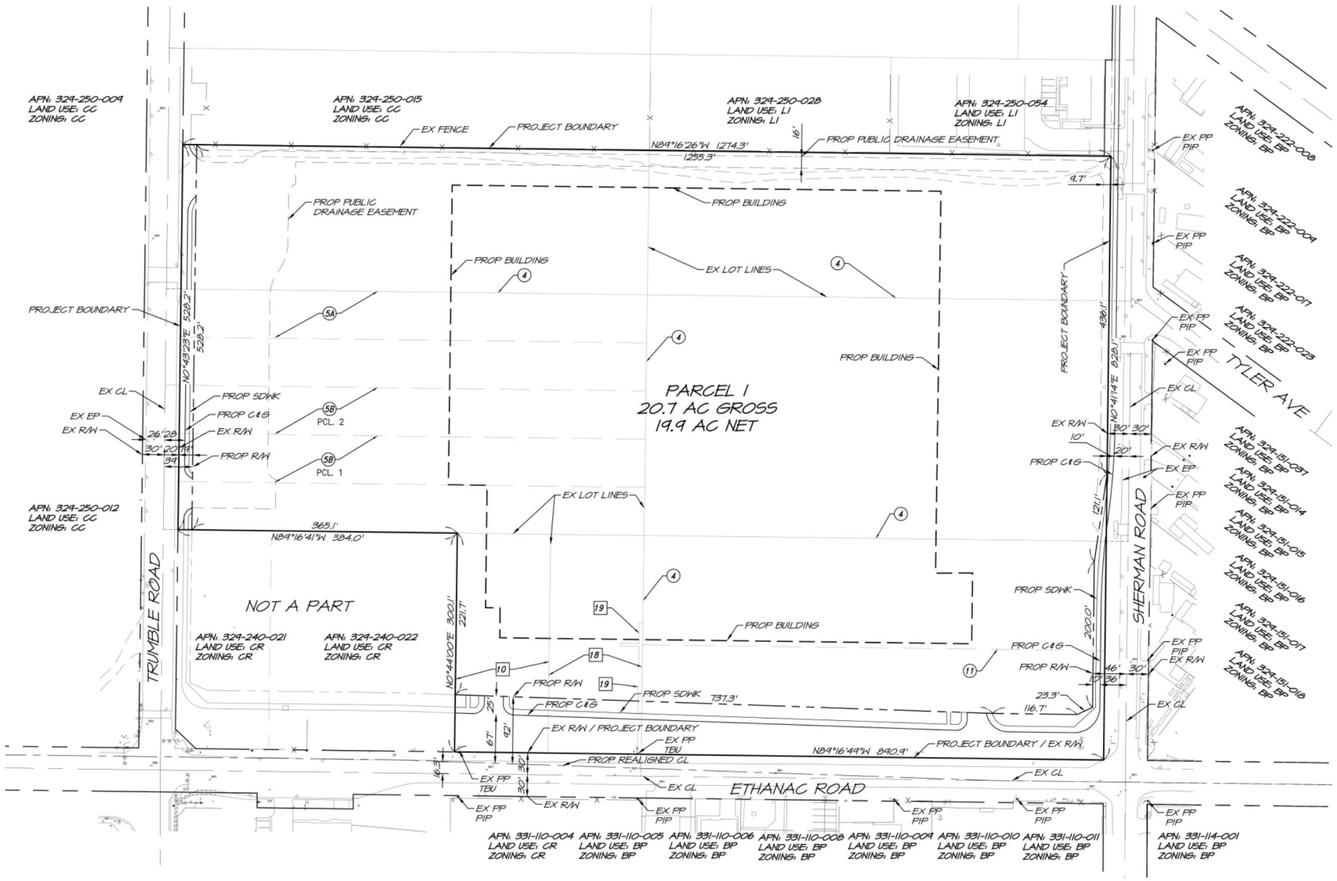
Ethanac Logistics Center

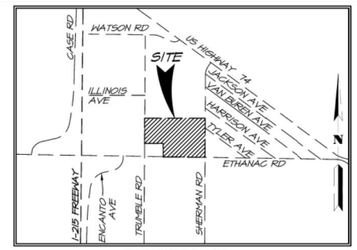
ALBERT A. WEBB ASSOCIATES

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38600

LOCATED IN SECTION 11, T. 4S., R. 4W., S.B.M.





VICINITY MAP
NTS

OWNER/APPLICANT

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901 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
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EMAIL: JOHN.GRACE@HILLWOOD.COM
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CONTACT: RICHARD BELMUDEZ
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FAX: (714) 685-1118

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RIVERSIDE, CA 92506
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PHONE: (951) 686-1070
FAX: (951) 788-1256

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 02/15/2022

ARCHITECT

HPA ARCHITECTURE
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IRVINE, CA 92612
CONTACT: IRION KIM
PHONE: (949) 863-1770
EMAIL: JAIME@HPARCHS.COM

A.P.N.

324-240-016 THRU -020, -023, THRU -027

LAND USE

EXISTING LAND USE: VACANT
EXISTING GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
EXISTING ZONING: LIGHT INDUSTRIAL (LI)

PROPOSED GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

ACREAGE

GROSS	21.6 AC
NET	19.9 AC
R/W	1.7 AC

PROJECT DATA

BUILDING AREA	
OFFICE - FIRST FLOOR	10,000 SF
OFFICE - SECOND FLOOR	5,000 SF
WAREHOUSE	397,348 SF
TOTAL BUILDING FOOTPRINT	407,348 SF
TOTAL FLOOR AREA	412,348 SF
AUTO PARKING REQUIRED	
OFFICE:	
(1 STALL/300 SF IF LESS THAN 10% GFA)	N/A
WAREHOUSE:	
MGC SF @ (80 STALLS + 1 STALL/5,000 SF)	105 STALLS
TOTAL	105 STALLS
AUTO PARKING PROVIDED	
STANDARD (9' x 19')	83 STALLS
ADA STANDARD (9' x 19')	3 STALLS
ADA VAN ACCESSIBLE (12' x 19')	2 STALLS
EV STANDARD (9' x 19')	11 STALLS
EV ADA STANDARD (9' x 19')	1 STALLS
EV ADA VAN ACCESSIBLE (12' x 19')	1 STALLS
CLEAN AIR/VANPOOL/EV (9' x 19')	5 STALLS
TOTAL	106 STALLS
TRAILER PARKING REQUIRED	
1/ 5,000 SF	82 STALLS
TRAILER PARKING PROVIDED	
TYPICAL TRAILER (10' x 55')	112 STALLS

LEGEND

- EXISTING CENTER LINE
- EXISTING EASEMENT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING LOT LINE
- PROJECT BOUNDARY
- PROP/EX RIGHT OF WAY
- PROPOSED BUILDING OUTLINE
- PROPOSED CENTER LINE
- PROPOSED CURB

ABBREVIATIONS

CL	CENTER LINE
C&G	CURB AND GUTTER
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT IN PLACE
R/W	RIGHT-OF-WAY
S/W	SIDEWALK
TBR	TO BE REMOVED
TBU	TO BE UNDERGROUNDED

GENERAL INFORMATION

1. ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED VIA PARCEL MAP
2. THOMAS BROS. MAP BOOK PAGE: 838, GRID: C1 AND D1
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. PROJECT LIES WITHIN THE CITY OF PERRIS REDEVELOPMENT PROJECT AREA.
5. PROJECT LIES WITHIN CFD NO. 1.
6. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
7. PROJECT IS WITHIN EASTERN MUNICIPAL WATER DISTRICT.
8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
9. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
10. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
11. LAND HAS LOW POTENTIAL FOR LIQUEFACTION PER SOCAL GEO REPORT DATED 02/23/2022.
12. STRUCTURES AND/OR DWELLINGS DO NOT EXIST ON SITE.
13. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
14. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 06065C2060H.
15. PROJECT LIES WITHIN AIRPORT LAND USE COMPATIBILITY ZONE D.
16. ARCHITECTURAL SITE PLAN PROVIDED BY HPA ARCHITECTURE ON 04/12/23

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 2

SHEET INDEX

SHEET 1: TENTATIVE PARCEL MAP
SHEET 2: SECTIONS AND LEGAL



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Source: Ethanac Commerce Center Title Sheet, April 14, 2023.

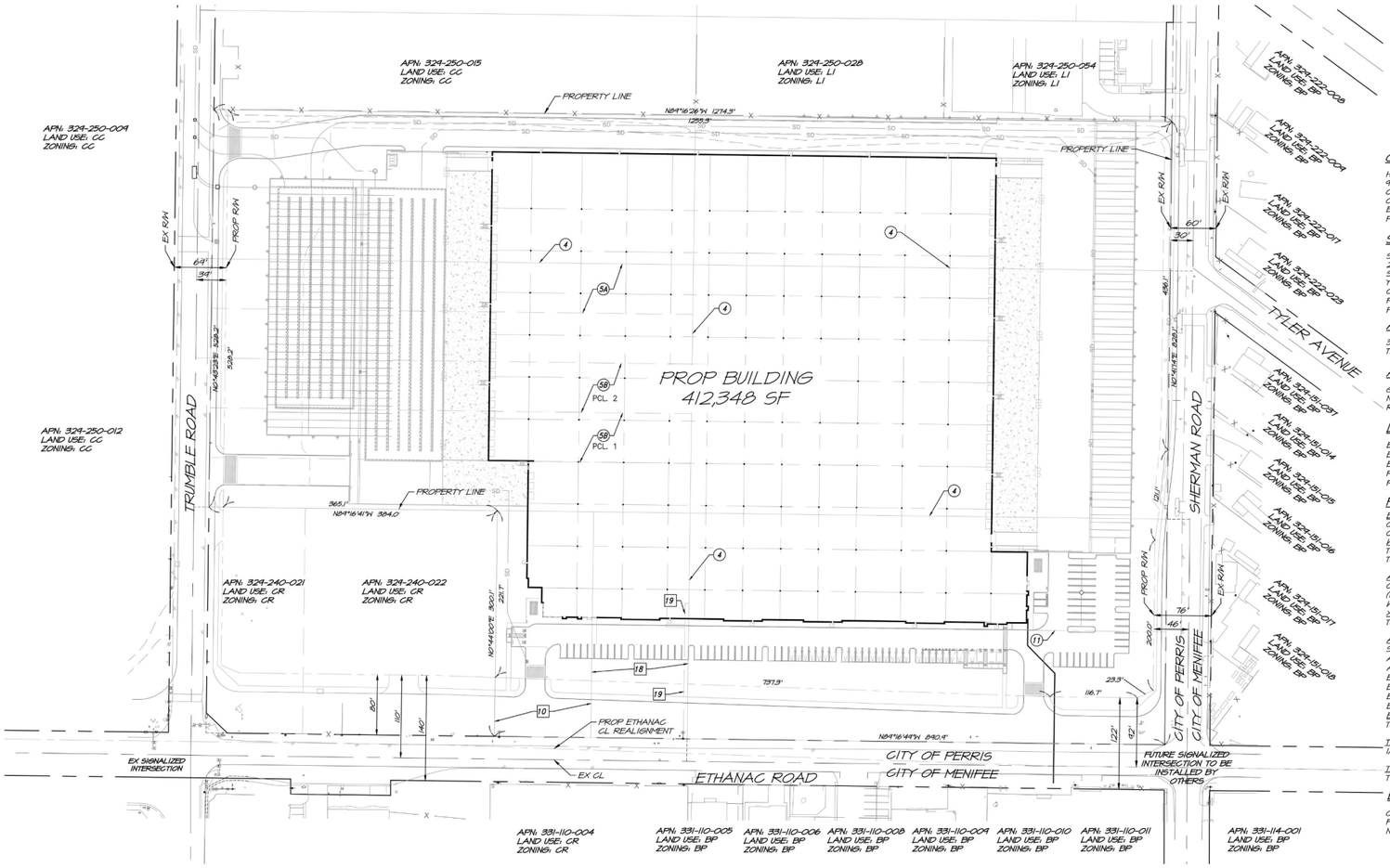
Figure 11 - Tentative Parcel Map No. 38600
Ethanac Logistics Center

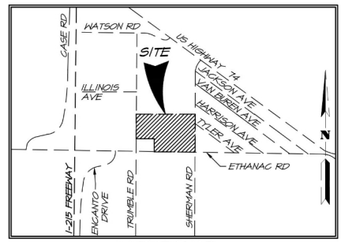
ALBERT A. WEBB ASSOCIATES

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DEVELOPMENT PLAN REVIEW NO. 22-00030

LOCATED IN SECTION 10 SW, T. 5S., R. 3W., S.B.M.





VICINITY MAP
NTS

OWNER/APPLICANT

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SOILS ENGINEER

SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PARKWAY,
SUITE E
YORBA LINDA, CA 92887
CONTACT: ROBERT TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 686-1070
FAX: (951) 788-1256

A.P.N.

324-240-016 THRU -020, -023,
THRU -027

ARCHITECT

HPA ARCHITECTS
18831 BARDEEN AVE., STE 100
IRVINE, CA 92612
CONTACT: INKON KIM
PHONE: (949) 863-1770
EMAIL: INKON@HPARCHS.COM

ACREAGE

GROSS	21.6 AC
NET	19.9 AC
R/W	1.7 AC

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS INC. ON 02/15/2022

LAND USE

EXISTING LAND USE: VACANT
EXISTING GENERAL PLAN LAND USE: COMMERCIAL COMMUNITY (CC)
EXISTING ZONING: COMMERCIAL COMMUNITY (CC)
PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

PROJECT DATA

BUILDING AREA	
OFFICE - FIRST FLOOR	10,000 SF
OFFICE - SECOND FLOOR	5,000 SF
WAREHOUSE	397,348 SF
TOTAL BUILDING FOOTPRINT	407,348 SF
TOTAL FLOOR AREA	412,348 SF

AUTO PARKING REQUIRED	
OFFICE:	
(1 STALL/300 SF IF LESS THAN 10% GFA)	N/A
WAREHOUSE:	
240K SF @ (30 STALLS + 1 STALL/5,000 SF)	105 STALLS
TOTAL	105 STALLS

AUTO PARKING PROVIDED	
STANDARD (9' x 19')	76 STALLS
ADA STANDARD (9' x 19')	3 STALLS
ADA VAN (12' x 19')	2 STALLS
EV ADA STANDARD (9' x 19')	1 STALLS
EV ADA VAN (12' x 19')	1 STALLS
EV AMBULATORY (10' x 19')	1 STALLS
EVCS STANDARD (9' x 19')	3 STALLS
EV CALPABLE (9' x 19')	19 STALLS
TOTAL	106 STALLS

TRAILER PARKING REQUIRED	
1/ 5,000 SF	82 STALLS

TRAILER PARKING PROVIDED	
TYPICAL TRAILER (10' x 55')	157 STALLS

EARTHWORK ESTIMATE

CUT:	15,800 CY	
FILL:	66,100 CY	
NET:	50,300 CY (FILL)	

SHEET INDEX

SHEET 1 - TITLE SHEET
SHEET 2 - STREET AND GRADING SECTIONS
SHEET 3 - CONCEPTUAL GRADING
SHEETS 4,5 - CONCEPTUAL UTILITIES

GENERAL INFORMATION

1. ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED VIA PARCEL MAP.
2. THOMAS BROS. MAP BOOK PAGE: 838, GRID: C1 AND D1
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. PROJECT LIES WITHIN THE CITY OF PERRIS REDEVELOPMENT PROJECT AREA.
5. PROJECT LIES WITHIN CFD NO. 1.
6. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
7. PROJECT IS WITHIN EASTERN MUNICIPAL WATER DISTRICT
8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
9. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
10. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
11. LAND HAS LOW POTENTIAL FOR LIQUEFACTION PER SOCAL GEO REPORT DATED 02/23/2022.
12. SUB-SURFACE SEPTIC DISPOSAL IS NOT INTENDED ON SITE.
13. STRUCTURES AND/OR DWELLINGS DO NOT EXIST ON SITE.
14. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
15. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 06065C2060H.
16. PROJECT LIES WITHIN AIRPORT LAND USE COMPATIBILITY ZONE D
17. ARCHITECTURAL SITE PLAN PROVIDED BY HPA ARCHITECTURE ON 04/12/23

UTILITY PROVIDERS

WATER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
SEWER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7494
GAS:	SOUTHERN CALIFORNIA GAS COMPANY PHONE: (909) 307-7070
ELECTRIC:	SOUTHERN CALIFORNIA EDISON PHONE: 1 (800) 655-4555
TELEPHONE:	CHARTER COMMUNICATIONS (SPECTRUM) PHONE: (951) 406-1666
CABLE T.V.:	FRONTIER COMMUNICATIONS PHONE: (310) 264-5100
SCHOOL DISTRICT(S):	ROMOLAND SCHOOL DISTRICT (TK-8) PHONE: (951) 926-4244 PERRIS UNION HIGH SCHOOL DISTRICT (9-12) PHONE: (951) 943-6369

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 2



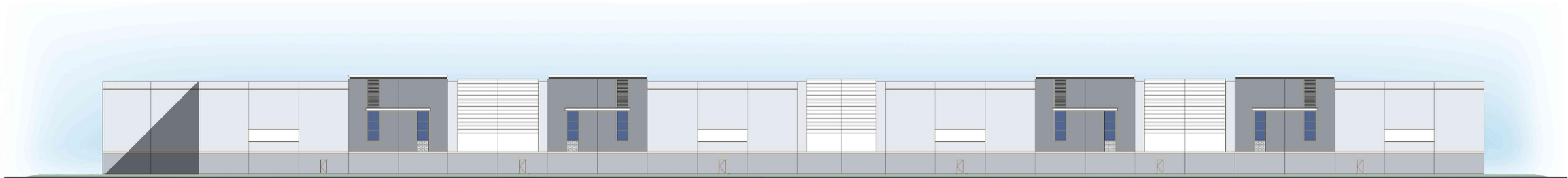
H:\2022\22-0199\GIS\rol\dev_plan_rev\dev_plan_rev\aprx Map created 07 Sep 2023

Source: Development Plan Review, sheet 1, Sep. 1, 2023.

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Figure 12 - Development Plan Review
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



North Elevation



West Elevation - Trumble Road



South Elevation - Ethanac Road



East Elevation - Sherman Road (facing Menifee)

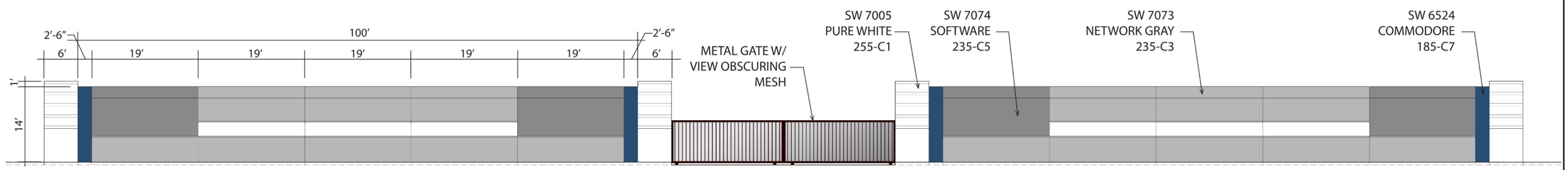
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Source: HPA Architecture and Hillwood, Sep. 7, 2023.

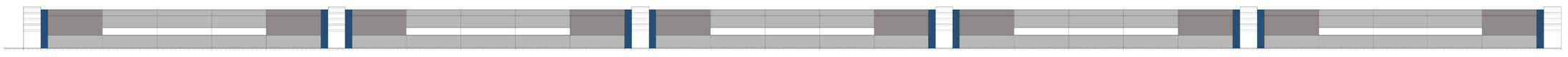
NTS

Figure 13 - Building Elevations
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



Screenwall Details



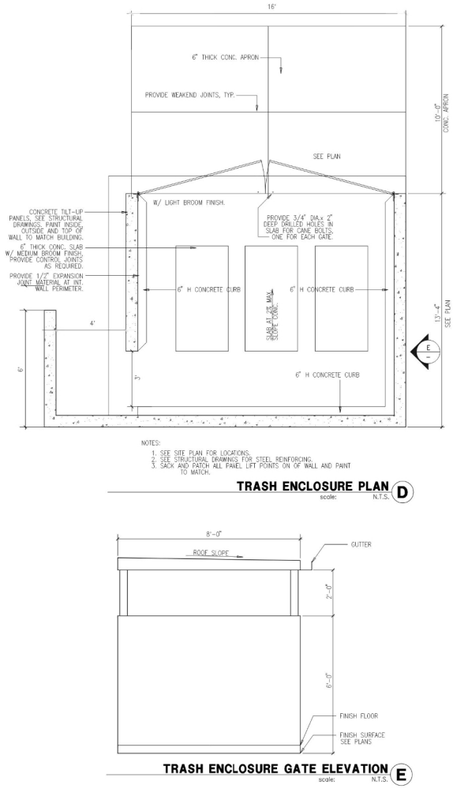
Screenwall Elevation

H:\2022\22-0199\GIS\Pro\screening\screening.aprx Map created 07 Sep 2023

Source: HPA Architecture and Hillwood, Sep. 7, 2023.

Figure 14 - Screening Details
Ethanac Logistics Center

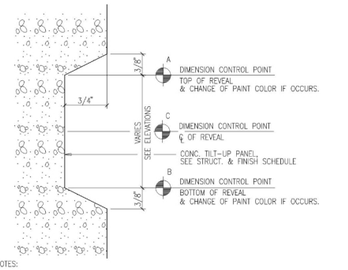
ALBERT A. WEBB ASSOCIATES



NOTES:
1. SEE SITE PLAN FOR LOCATIONS.
2. SEE STRUCTURAL DRAWINGS FOR STEEL REINFORCING.
3. SACK AND PATCH ALL PANEL LIFT POINTS ON OF WALL AND PAINT TO MATCH.

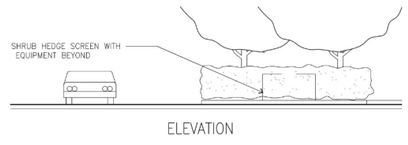
TRASH ENCLOSURE PLAN (D)
scale: N.T.S.

TRASH ENCLOSURE GATE ELEVATION (E)
scale: N.T.S.

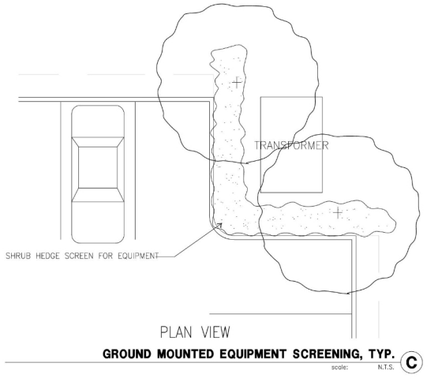


NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYP. CONCRETE REVEAL (B)
scale: N.T.S.

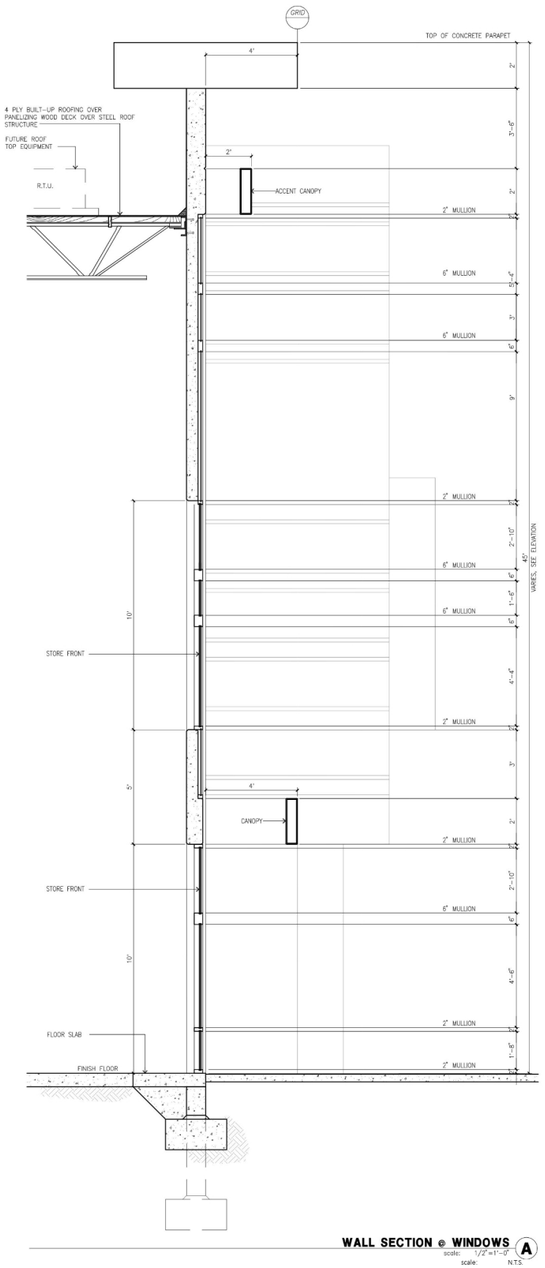


ELEVATION



PLAN VIEW

GROUND MOUNTED EQUIPMENT SCREENING, TYP. (C)
scale: N.T.S.



WALL SECTION @ WINDOWS (A)
scale: 1/2"=1'-0"
scale: N.T.S.

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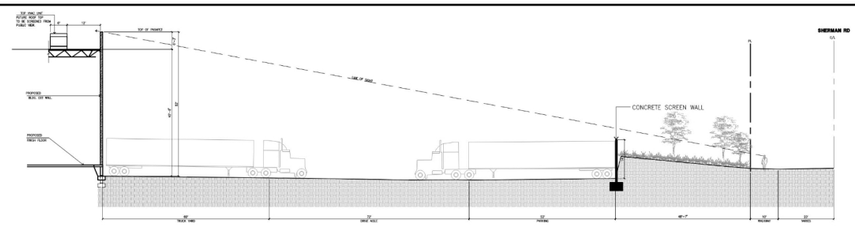
Source: HPA Architecture, DAB-A4.1, July 20, 2023.

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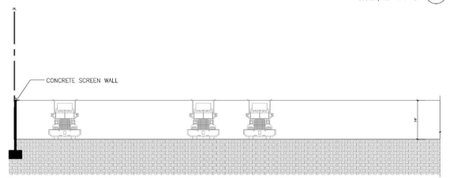
Figure 15 - Elevation Details

Ethanac Logistics Center

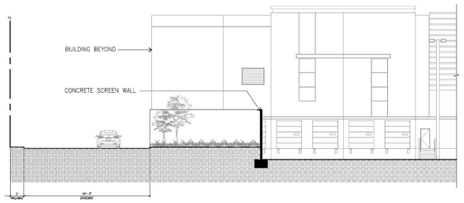
ALBERT A. WEBB ASSOCIATES



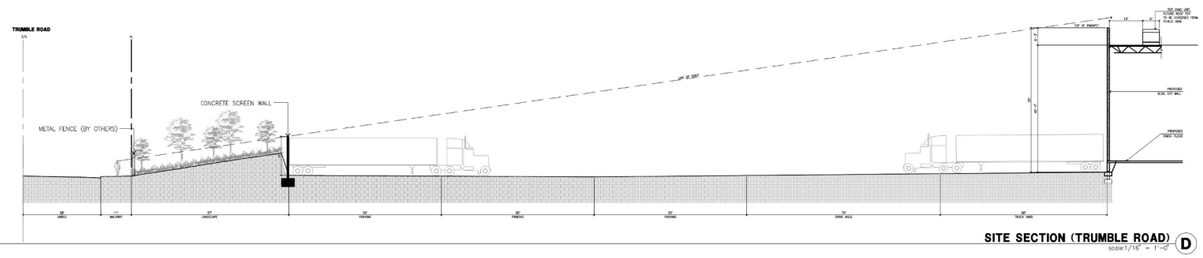
SITE SECTION (SHERMAN ROAD) A
scale:1/16" = 1'-0"



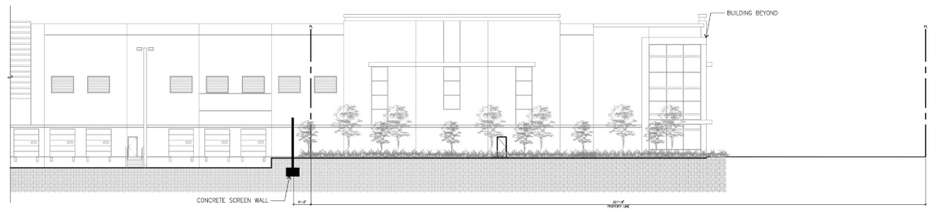
SITE SECTION B
scale:1/16" = 1'-0"



SITE SECTION C
scale:1/16" = 1'-0"



SITE SECTION (TRUMBLE ROAD) D
scale:1/16" = 1'-0"



SITE SECTION E
scale:1/16" = 1'-0"

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Source: HPA Architecture, DAB-A4.2, July 20, 2023.

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Figure 16 - Line of Sight
Ethanac Logistics Center

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TRASH ENCLOSURE PER CITY STANDARD.

PROPOSED TRAILER PARKING AREA.

PROPOSED SCREENING TREES

PROPOSED RETAINING WALL

SITE ENTRY ACCESS POINT WITH ENHANCED MULTI-LEVEL ENTRY LANDSCAPE TREATMENT

SITE ENTRY ACCESS POINT WITH ENHANCED MULTI-LEVEL ENTRY LANDSCAPE TREATMENT

ENHANCED INTEGRAL COLOR CONCRETE BANDING

PROPOSED SEATING AREA

LANDSCAPE SCREEN HEDGES

PROPOSED TRASH RECEPTACLE

LANDSCAPE PLANTING AREA

WEST ENTRANCE SEE ENLARGEMENT

TYP. SITE ENTRY ACCESS POINT WITH ENHANCED MULTI-LEVEL ENTRY LANDSCAPE TREATMENT

SHADE CONCRETE PAVING

OVERHEAD STRUCTURE SEE WEST ELEVATION

LANDSCAPE PLANTING

TRASH RECEPTACLE

PRIVACY SCREENING HEDGES

CONCRETE SEATING AREA

BIKE RACK

ENHANCED INTEGRAL COLOR CONCRETE ENTRY PAVING W/CONCRETE BANDS

EXISTING PROPERTY LINE

PROPOSED RIGHT OF WAY.

PROPOSED TRAILER PARKING AREA.

PROPOSED PUMP STAION PER ARCHITECT PLAN

PROPOSED SCREEN WALL PER CIVIL ENGINEER PLANS

BIKE RACK

EAST ENTRANCE SEE ENLARGEMENT

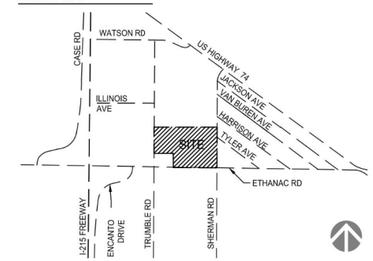
ENHANCED INTEGRAL COLOR CONCRETE BANDING

OVERHEAD STRUCTURE SEE EAST ELEVATION

TYP. SITE ENTRY ACCESS POINT WITH ENHANCED MULTI-LEVEL ENTRY LANDSCAPE TREATMENT

ENHANCED INTEGRAL COLOR CONCRETE ENTRY PAVING W/CONCRETE BANDS

VICINITY MAP



SCALE: NTS

ASSESOR'S PARCEL NUMBER

329-240-016 to 20,23 to 27

ACREAGE:

NET SITE AREA: 19.85 ACRES

PROJECT DESCRIPTION

DEVELOPMENT PLAN REVIEW FOR A WAREHOUSE FACILITY CONSISTING OF 1 BUILDING TOTALING 412,372 SQUARE FEET ON 19.85± NET ACRES.

OWNER/ APPLICANT:

HILLWOOD INVESTMENT PROPERTIES
ATTN: JOHN GRACE
JOHN.GRACE@HILLWOOD.COM
901 VIA PIEMONTE STE. 175
ONTARIO, CA 91764
PHONE: (909) 256-5924

LANDSCAPE ARCHITECT:

ALBERT A. WEBB ASSOCIATES
ATTN: JEFF HUTCHINS
JEFF.HUTCHINS@WEBBASSOCIATES.COM
3788 McCRAY STREET
RIVERSIDE, CA. 92506
TEL: (951) 686-1070
FAX: (951) 788-1256

CIVIL ENGINEER:

ALBERT A. WEBB ASSOCIATES
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RIVERSIDE, CA. 92506
TEL: (951) 686-1070
FAX: (951) 788-1256

ARCHITECT:

HPA ARCHITECTURE
ATTN: INKON KIM
INKON@HPARCHS.COM
18831 BARDEEN AVENUE, SUITE 100
IRVINE, CA. 92612
TEL: (949) 862-2116

LANDSCAPE AREA TABULATION

ACREAGE	
TOTAL NET SITE AREA:	864,675 SQ. FT. (19.9 AC)
BUILDING AREA	
WAREHOUSE:	412,348 SQ. FT.
ON-SITE LANDSCAPE AREA:	129,809 SQ. FT. (15%)
OFF-SITE LANDSCAPE PROVIDED:	17,797 SQ. FT.
TOTAL LANDSCAPE AREA:	147,606 SQ. FT.

CONCEPT PLANT SCHEDULE

ACCENT PARKING LOT TREE	CHILOPSIS LINEARIS / DESERT WILLOW GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	14
PARKING LOT SHADE TREE	PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE ULMUS PARVIFOLIA / ALCESARK ELM	65
BUILDING TREE	LAURUS NOBILIS / SWEET BAY QUERCUS PALUSTRIS 'PRINGREEN' / GREEN PILLAR® PIN OAK	100
ACCENT TREES	CERCIS CANADENSIS / EASTERN REDBUD MULTI-TRUNK GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	49
STREET TREES	OLEA EUROPAEA 'SWAN HILL' / SWAN HILL OLIVE	38
VERTICAL TREE	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS HYMENOSPORUM FLAVUM / SWEETSHADE	3
SHADE TREES	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE MULTI-TRUNK RHUS LANCEA / AFRICAN SUMAC	16
FOUNDATION PLANTING	-	11,264 SF
ONSITE PLANTING	-	101,987 SF
OFFSITE PLANTING		17,120 SF

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Source: Albert A. Webb Associates, Sep 6, 2023.

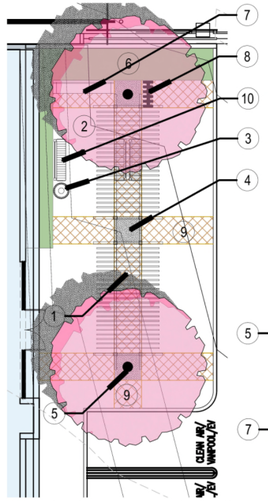
Figure 17 - Conceptual Landscape

Ethanac Logistics Center

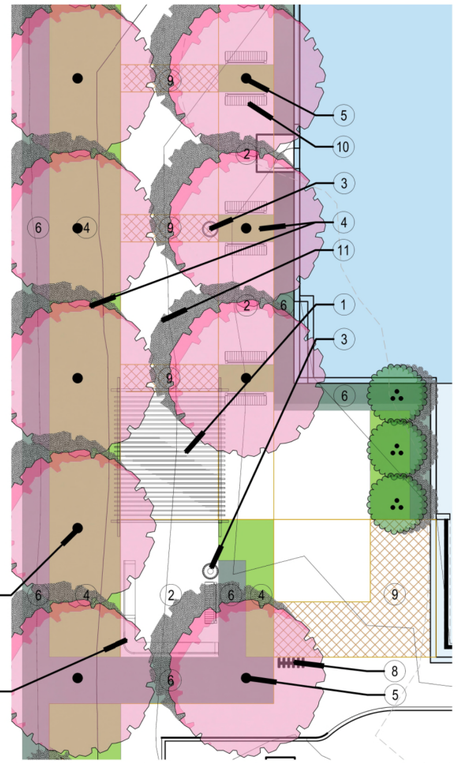
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ALBERT A. WEBB ASSOCIATES

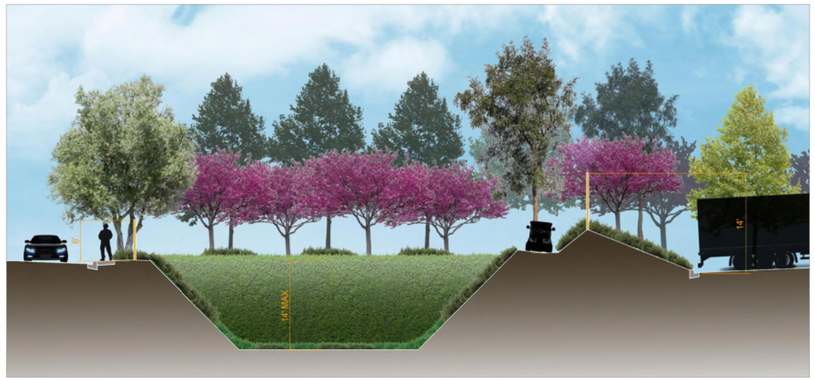
1. OVERHEAD STRUCTURE
2. EMPLOYEE RESTING AREA
3. TRASH RECEPTACLE
4. LANDSCAPE SHRUBS
5. SHADE TREE
6. PRIVACY HEDGES
7. CONCRETE SEATING
8. BIKE RACK
9. SPECIAL PAVING
10. BENCH
11. SHADE CONCRETE PAVING



EAST ENTRANCE SCALE: 1"=10'



WEST ENTRANCE SCALE: 1"=10'



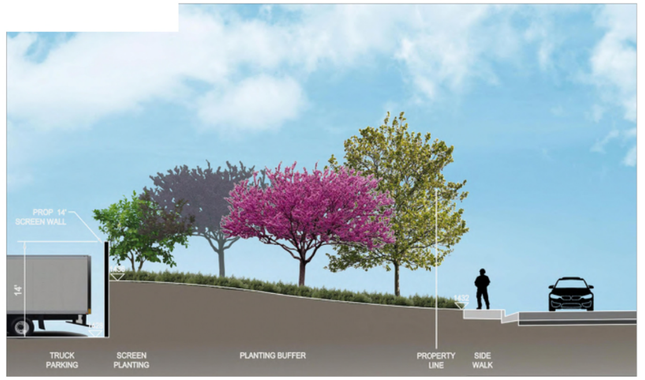
SECTION 'A' - PROPOSED PUBLIC DETENTION BASIN SCALE: 1"=10'



EAST ENTRANCE ELEVATION VIEW SCALE: 1"=10'



WEST ENTRANCE ELEVATION VIEW SCALE: 1"=10'



SECTION 'B' - SHERMAN RD SCALE: 1"=10'

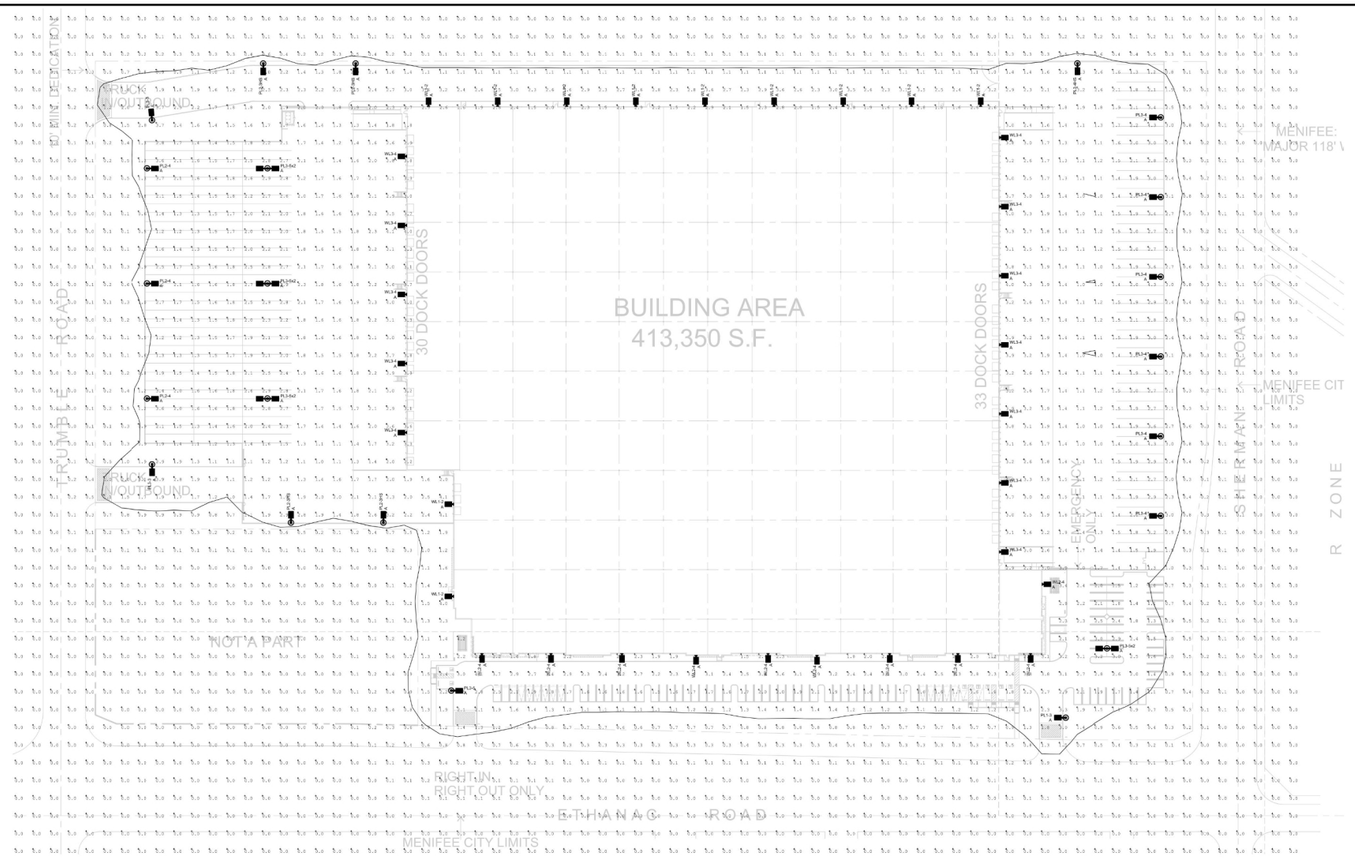
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Source: Albert A. Webb Associates, April 17, 2023.

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Figure 18 - Views of Project Site
Ethanac Logistics Center

ALBERT A. WEBB ASSOCIATES



SITE LIGHTING PLAN

(SCALE: 1"=50'-0")

NOTE: ALL EXTERIOR LIGHTS TO BE 3000K COLOR TEMP

FIXTURE LEGEND

SYMBOL	DESCRIPTION	BUG RATING	COMPLIES WITH CAL GREEN 5.106.8
P1.1-3	TYPE 3 (RSX2-LED-P1-30K-R3) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B2-UO-G2	YES
P2.2-3HS	TYPE 3 (RSX2-LED-P2-30K-R3-HS) LED CUT-OFF W/HOUSE SIDE SHIELD ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B1-UO-G2	YES
P2.2-4	TYPE 4 (RSX2-LED-P2-30K-R4) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B2-UO-G3	YES
P3.3-3	TYPE 3 (RSX2-LED-P3-30K-R3) LED CUT-OFF ON 25' SQUARE STEEL POLE ONLY 6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-UO-G3	YES
P3.3-4	TYPE 4 (RSX2-LED-P3-30K-R4) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-UO-G3	YES
P3.3-4HS	TYPE 4 (RSX2-LED-P3-30K-R4-HS) LED CUT-OFF W/HOUSE SIDE SHIELD ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B1-UO-G3	YES
P3.3-5	TYPE 5 (RSX2-LED-P3-30K-R5) LED CUT-OFF ON 25' SQUARE STEEL POLE ON 2'-0" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B5-UO-G3	YES
P3.3-5x2	TWIN TYPE 5 (RSX2-LED-P3-30K-R5) LED CUT-OFF ON 25' SQUARE STEEL POLE ONLY 6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B5-UO-G3	YES
W1.1-2	TYPE 2 (RSX2-LED-P1-30K-R2) LED CUT-OFF AT 32' AFF	B2-UO-G1	YES
W2.2-4	TYPE 4 (RSX2-LED-P2-30K-R4) LED CUT-OFF AT 32' AFF	B2-UO-G3	YES
W3.3-4	TYPE 4 (RSX2-LED-P3-30K-R4) LED CUT-OFF AT 32' AFF	B3-UO-G3	YES

* - SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS

NONRESIDENTIAL MANDATORY MEASURES

TABLE 5.106.8 [N]
MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS[1]

ALLOWABLE RATING	LIGHTING ZONE LZ0	LIGHTING ZONE LZ1	LIGHTING ZONE LZ2	LIGHTING ZONE LZ3	LIGHTING ZONE LZ4
Maximum Allowable Backlight Rating (B)					
Luminaire greater than 2 mounting heights (MH) from property line	N/A	No Limit	No Limit	No Limit	No Limit
Luminaire back hemisphere is 1 – 2 MH from property line	N/A	B2	B3	B4	B4
Luminaire back hemisphere is 0.5 – 1 MH from property line	N/A	B1	B2	B3	B3
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	B0	B0	B1	B2
Maximum Allowable Uplight Rating (U)					
For area lighting[2]	N/A	U0	U0	U0	U0
For all other outdoor lighting, including decorative luminaires	N/A	U1	U2	U3	U4
Maximum Allowable Glare Rating (G)					
Luminaire greater than 2 MH from property line	N/A	G1	G2	G3	G4
Luminaire front hemisphere is 1 – 2 MH from property line	N/A	G0	G1	G1	G2
Luminaire front hemisphere is 0.5 – 1 MH from property line	N/A	G0	G0	G1	G1
Luminaire front hemisphere is less than 0.5 MH from property line	N/A	G0	G0	G0	G1

1. IESNA Lighting Zones 0 are not applicable; refer to Lighting Zones as defined in the *California Energy Code* and Chapter 10 of the *California Administrative Code*.
2. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.
3. General lighting luminaires in areas such as outdoor parking, sales or storage lots shall meet these reduced ratings. Decorative luminaires located in these areas shall meet U-value limits for "all other outdoor lighting."

CAL GREEN BUG TABLE

SITE LIGHTING STATISTICS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Hardscape	Illuminance	Fc	2.15	4.5	1.0	2.06	4.40

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Source: Gregg Electric Inc., Jan 9, 2023.

NTS

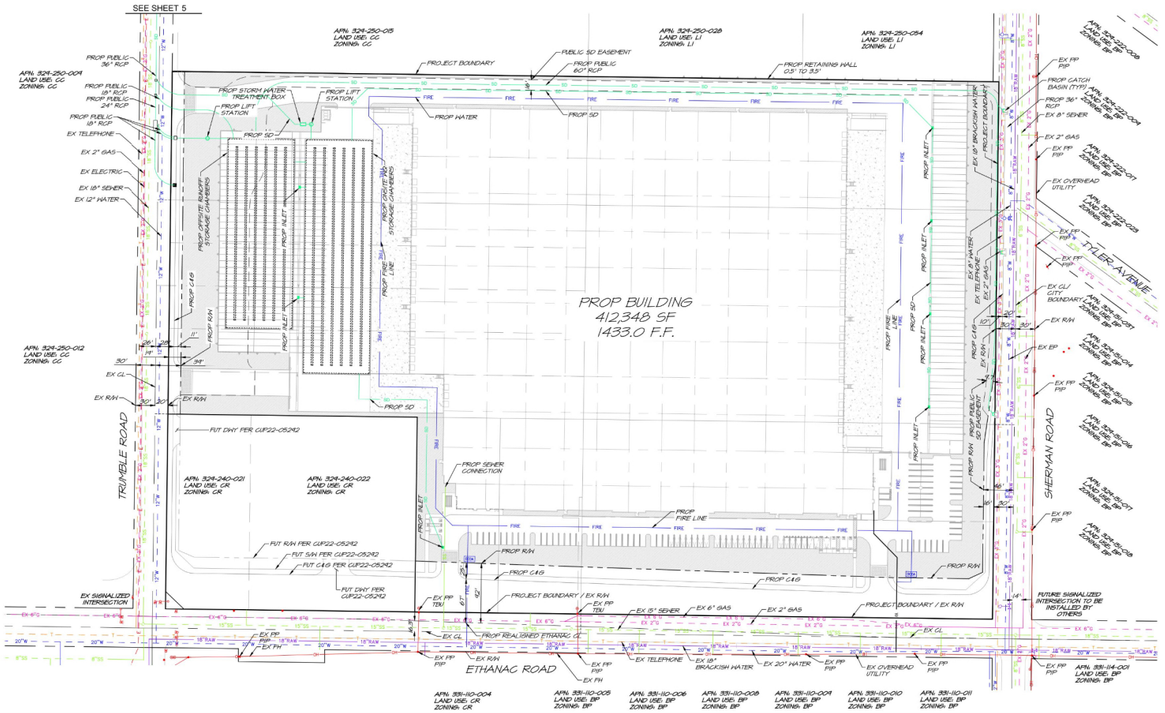
Figure 19 - Proposed Lighting

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SEE SHEET 4



LEGEND

- 18"RAW — EXISTING 18" BRACKISH WATER
- EXISTING BRACKISH WATER BLOW OFF VALVE
- E — EXISTING ELECTRIC
- EXISTING FIRE HYDRANT
- EX 2"G — EXISTING 2" GAS
- EX 3"G — EXISTING 3" GAS
- EX 6"G — EXISTING 6" GAS
- OH — EXISTING OVERHEAD UTILITY
- 6"SS — EXISTING 6" SEWER
- 8"SS — EXISTING 8" SEWER
- 15"SS — EXISTING 15" SEWER
- 18"SS — EXISTING 18" SEWER
- EXISTING SEWER MANHOLE
- 36"SD — EXISTING 36" STORM DRAIN
- 48"SD — EXISTING 48" STORM DRAIN
- T — EXISTING TELEPHONE
- 8"W — EXISTING 8" WATER
- 12"W — EXISTING 12" WATER
- 20"W — EXISTING 20" WATER
- PROJECT BOUNDARY
- RIGHT-OF-WAY (EXISTING/PROPOSED)
- W — PROPOSED WATER
- FIRE — PROPOSED FIRE LINE
- SS — PROPOSED SEWER
- SD — PROPOSED STORM DRAIN

ABBREVIATIONS

CL	CENTER LINE
C&G	CURB AND GUTTER
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT IN PLACE
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
SD	STORM DRAIN
TBU	TO BE UNDERGROUNDED
TYP	TYPICAL

Source: Development Plan Review sheets 4-5, Sep 1, 2023.

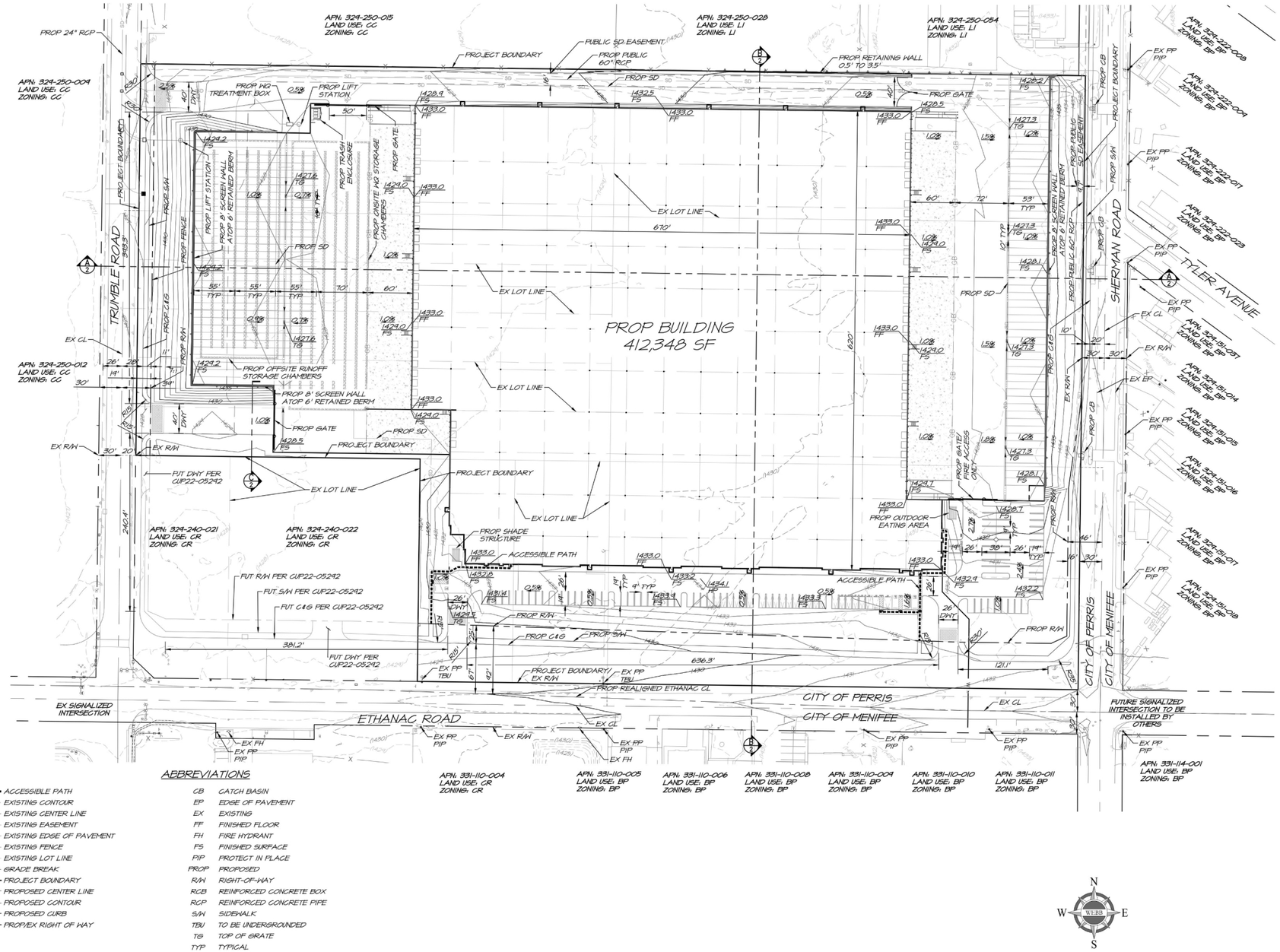
Figure 20 - Existing and Proposed Utilities

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Source: Development Plan Review sheet 3, Sep 1, 2023.

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Figure 21 - Grading Plan

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5.0 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with CEQA, this Initial Study has been prepared to analyze and determine any potential significant impacts upon the environment that would result from construction and implementation of the proposed Project. In accordance with State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

5.1 Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question.

1) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
2) A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Guidelines Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
    (a) Earlier Analysis Used. Identify and state where they are available for review.
    (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The analysis of each issue should identify:
    (a) the significance criteria or threshold used to evaluate each question; and
    (b) the mitigation measure identified, if any, to reduce the impact to less than significance

5.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Greenhouse Gas Emission	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards/Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology and Water Quality	☒ Transportation
☐ Biological Resources	☒ Land Use and Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities and Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance

5.3 Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature of Lead Agency Representative	9/7/23 Date
Nathan Perez, Senior Planner Printed Name	City of Perris Agency

6.0 INITIAL STUDY

This section provides evidence to substantiate the conclusions in the Environmental Checklist.

6.1 Aesthetic Resources	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

References: CAL-A, DOF-A, DOF-B GE, GP DEIR, MC, USCB

Explanation of Checklist Answers

a) **Less than significant impact.** Scenic vistas are defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: 1) directly diminishing the scenic quality of the vista, or 2) by blocking the view corridors or "vistas" of scenic resources. The City is located on a flat broad basin. Virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points (GP DEIR, p. VI-2). However, the east-west and north-south oriented roadway network and streetscapes frame and preserve scenic vistas from public rights of way to the distant horizons and foothills. View corridors extend for miles along current and planned roadways and preserve scenic vistas from the broad basin to the surrounding foothills. (GP DEIR, p. VI-2).

As shown in **Figure 2** above, the proposed Project site is currently vacant and undeveloped. The Project site itself is not a scenic vista, nor does it currently block or diminish a scenic vista. Furthermore, as discussed above, the surrounding roadway network has been established and therefore is preserving the view corridors. Thus, the implementation of the Project would not have a substantial adverse effect on a scenic vista. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **No impact.** The Project site is not located within view of a State Scenic Highway. The closest eligible highway is State Route (SR) 74 which is located approximately 0.7 mile east of the Project site (CAL-A, GE). Once SR-74 reaches the San Jacinto Mountains, SR-74 becomes an officially designated State Scenic Highway in conjunction with SR-243; however, this segment of

SR-74 and SR-243 is located approximately 22 miles southeast of the Project site. Since the Project site is not located within view of a State Scenic Highway, implementation of the Project would not substantially damage scenic resources within a State Scenic Highway. Thus, implementation of the Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **Less than significant impact.** CEQA Section 21071(a) defines an incorporated city as being an urbanized area if it meets either of the following criteria:

- Has a population of at least 100,000 persons; or
- Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

In 2021, the City's population was approximately 79,835 residents. (DOF-A). The adjoining City of Menifee has an estimated population of 106,401 (DOF-B). Between the two cities, the population is over 100,000 so the Project site is considered to be within an urbanized area.

Visual character is the point of reference to assess whether a given project would appear compatible with the established features of the existing setting or would contrast noticeably and unfavorably with them. Photographs presented in **Figures 4** and **5**, depict the visual character of the Project site, which is vacant and relatively flat with limited vegetation. The surrounding area is comprised of vacant land, industrial uses, and legal, yet non-conforming residential uses. Construction of the Project will result in short-term impacts to the existing visual character of the site and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site. However, construction activities are temporary in nature and would not result in any permanent visual impacts. Implementation of the Project would result in a permanent change in the visual character of the site from its current undeveloped condition to a developed industrial warehouse use.

However, as shown in **Figure 13**, which provides conceptual building elevations, the proposed building has been designed to include scale, massing, building relief; architectural elevations and details; roofs and parapets; and color and materials. Development of the Project would involve the construction of a single industrial building with a maximum height not to exceed 50 feet. The building has been designed with multiple areas of geometric form to provide variation in building plane and form. Visual relief from massive building form would be achieved through fenestration, incorporation of windows, and/or through variations in height and rooflines as well as the use of parapets. These various architectural elements would effectively avoid monotony and repetition in building elevations.

Roof equipment would be mounted behind parapets and trash enclosures will be designed with concrete tilt-up walls consistent with the proposed building. The Project would be consistent with City standards and provide 14-foot-high screen walls along the Project site's eastern and western boundaries. Additionally, as reflected in **Figure 14,** 6-foot-high screen walls atop an 8-foot-high retained berm would be provided along the eastern and western Project boundaries. Further, the Project would provide a retaining wall ranging from 0.5 feet to 3.5 feet in height along the northeastern perimeter where the site is adjacent to existing structures. A retaining wall ranging from 3 feet to 8 feet in height along the northwestern parking areas, and a 14-foot-

high retaining wall along the southwestern parking area adjacent to the existing property located on the southwest corner of Ethanac and Trumble Roads.

Landscape buffers would be provided along the western, eastern, and southern boundaries of the site as well as around screen walls. Access points would provide enhanced landscape treatments. As shown in **Figure 17**, landscaping would be installed around the perimeter of the site to provide a visual buffer along the public roadways to help visually screen views of proposed building and parking areas and include the use of screening trees. As reflected in the line-of sight in **Figure 16** and views of Project site in **Figure 18**, through a combination of screen walls and landscape, auto and truck parking, loading bays, and the building would not be visible from the surrounding adjacent streets.

Further, the Project includes a General Plan Amendment and Change of Zone to change the land use and zoning designation from Community Commercial to LI and Commercial Community to LI, respectively. As such, the Project would be required to comply with LI zoning standards for industrial buildings, including but not limited to, Municipal Code, Title 19, Chapter 19.44.

The Project would change the visual character of the Project site by adding structures but the Project has been designed to ensure aesthetic cohesiveness and superior architectural design to improve the visual character of the area. The Project would be visually consistent with existing industrial development in the vicinity of the Project site. Thus, while the Project is in an urbanized area it will not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **Less than significant with mitigation incorporated.** During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent existing residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level with implementation of mitigation measure **MM AES-1**.

> **MM AES-1**: Prior to issuance of grading permits, the Project developer shall provide evidence to the City of Perris that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.

When completed and operational, the proposed Project would add additional exterior building lights and exterior lighting for safety and security purposes within parking lots, along pathways and on buildings. Additionally, the proposed Project site is located within Zone B of Riverside County Ordinance 655 (County of Riverside Ord. 655), or within a 45-mile radius of the Mt. Palomar Observatory requiring low pressure sodium lights under 4050 lumens. All light sources would be shielded so that the light is directed away from streets and adjoining properties as required by City of Perris Municipal Code Section 19.020.110. Because the Project site is located within Zone B of the Mt. Palomar Observatory, the Project would be required to comply with County of Riverside Ord. 655.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials. Daytime glare is common in urban areas and is typically associated with buildings with exterior facades largely or entirely

comprised of highly reflective glass or windshields of parked cars. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors. The Project site does have some sensitive residential receptors in the vicinity of the site but glare would be addressed through standard conditions of approval, plan check, permit procedures and design guidelines such as installation of window tinting or other measures that would reduce glare.

Thus, with implmemetation of mitigation measure **MM AES-1**, the Project would not create new sources of light or glare that will adversely affect day or nighttime views in the area. Therefore, impacts would be **less than significant with mitigation incorporated** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.2 Agriculture and Forestry Resources	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use??	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

References: FMMP, GE, GP CE, GP DEIR

Explanation of Checklist Answers

a) **No impact.** The Project site is identified as Farmland of Local Importance, Other Land, and Urban and Built-up Land by the Farmland Mapping Management Program of the California Department of Conservation (FMMP). Thus, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Furthermore, the surrounding areas do not support Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **No impact.** The City's 1991 General Plan eliminated the agricultural land use designation from within City boundaries. Therefore, there are no agricultural zones identified by the City and the proposed Project site is not covered under a Williamson Act Contract (GP DEIR, p. VI-3). The Project site has a General Plan Land Use designation of Community Commercial and zoning designation of Commercial Community. The Project applicant proposes to amend the General Plan land use designation and change the zoning designation to LI. Thus, the Project would not create a conflict with existing agricultural zoning for agricultural use or a Williamson Act contract. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **No impact.** The Project site has a General Plan land use designation of Community Commercial and zoning designation of Commercial Community. The Project applicant proposes to amend the General Plan land use designation and change the zoning designation to LI. There is no existing or proposed zoning of forest land, timberland, or Timberland Production Zones within the City and there is no commercial forestry or timber production industry within the City (GP CE, pp. 3-4). Implementation of the proposed Project would not impact forestland or timberland as defined by Public Resources Code section 4526 or a Timberland Production Zone as defined by Government Code section 51104(g). Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **No impact.** There is no land zoned forest land within the City. Therefore, implementation of the proposed Project would not impact land zoned for forest land and would not result in the conversion of forest land to non-forest uses. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **No impact.** The Project site is currently vacant and no agricultural production occurs at the site or in the immediate Project site vicinity (GE). Thus, the Project would not result in changes in the existing environment that could result in conversion of farmland to non-agricultural use or conversion of forestland to non-forest use. Therefore, **no impacts** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

6.3 Air Quality	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations)?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

References: CARB-A, CARB-B, GE, GP DEIR, SCAQMD-A, SCAQMD-B, SCAQMD-C, SCAQMD-D

Explanation of Checklist Answers

a) **Potentially significant impact.** The City of Perris is located within the South Coast Air Basin ("the Basin"), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). (GP DEIR, p. IV-19.) In order to reduce emissions, the SCAQMD adopted the 2022 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA) (SCAQMD-A).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. Land use data is compiled from the City's General Plan. If a project demonstrates compliance with local land use plans and/or population projections from the 2020-2045 RTP/SCS, which would have been taken into account by the SCAQMD, then the project would be consistent with the 2022 AQMP. (SCAQMD-C).

The Project site has a City of Perris General Plan land use designation of Community Commercial and zoning designation of Commercial Community. The Project applicant proposes to amend the General Plan land use designation and change the zoning designation to LI to allow for Light Industrial (LI) land uses, such as the proposed warehouse. Due to the change of land use, the Project may be inconsistent with regional air pollutant projections. Thus, the Project may conflict with or obstruct implementation of the 2022 AQMP. Therefore, the Project

may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** The portion of the Air Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-A).

Air quality impacts can be described in short-term and long-term perspectives. Short-term impacts occur during site preparation and Project construction, whereas long-term impacts are associated with Project operation. The Project's short-term and long-term emissions will be evaluated using the latest industry standard air quality modeling software and analyzed for compliance with SCAQMD regional significance thresholds. The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-C). Hence, projects that exceed project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable.

The proposed Project includes a change of zone and a GPA to allow for Light Industrial (LI) land uses, which would allow for industrial uses onsite. Due to the change of land use, the Project may result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** Sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes. (CARB-B, p. 2-1). Development of the Project site may have the potential to expose nearby sensitive receptors to substantial pollutant concentrations. Air Quality impacts to sensitive receptors can be analyzed via a Localized Significance Thresholds (LST) analysis. LSTs are applicable to nitrogen oxides (NO_X), carbon monoxide (CO), particulate matter less than 10 microns (PM-10), as well as particulate matter less than 2.5 microns (PM-2.5) and represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard on sensitive receptors (SCAQMD-D, pp. 1-1, 1-2). In addition, the proposed warehouse use would be a source of diesel particulate emissions which have the potential to increase the risk of cancer for sensitive receptors. Therefore, the Project may result in a **potentially significant impact**. Topic will be further analyzed and addressed in a forthcoming EIR.

d) **Less than significant impact.** The human nose is the best means of determining the strength of an odor; however, not all people are equally sensitive, and they do not always agree about the severity of an odor once it is detected. Therefore, precise documentation of the strength and nature of an odor is generally unavailable.

It is anticipated that the major potential sources of odor from the proposed Project would occur during construction, particularly from construction equipment exhaust. However, this impact would be limited to the immediate vicinity of the proposed Project site and short-term. The area immediately surrounding the proposed Project site is dominated by industrial land uses, vacant land, and legal non-confirming residential uses (GE).

The CARB developed an Air Quality and Land Use Handbook to outline common sources of odor complaints. The sources of odors include sewage treatment plants, landfills, recycling

facilities, and petroleum refineries (CARB-B). Odor impacts during Project operation will be minimal because the warehouse uses proposed on the Project site are not included on CARB's list of facilities that are known to be prone to generate odors. Potential sources of operational odors generated by the Project would include disposal of miscellaneous refuse. Consistent with City requirements, all Project generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse onsite. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Thus, the Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people. Therefore, impacts are **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.4 Biological Resources	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, 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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

References: ECORP, GP CE, NWI, ORD 1123, Project Description, RCA, RCHCA

Explanation of Checklist Answers

a) **Less than significant with mitigation incorporated.** The proposed Project site is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Pursuant to the MSHCP, development projects within the planning area are required to prepare a biological resources assessment to analyze the biological resources within the project area. A biological resources assessment includes a reconnaissance-level survey and a literature review of public databases including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB), the California Native Plant Society's Electronic Rare Plant Inventory, range maps for special-status species, and other documentation pertinent to the project site and the region.

A *Biological Technical Report and MSHCP Consistency Analysis* was prepared by Ecorp Consulting Inc. dated September 2023 (ECORP) and is included as Appendix A to this Initial Study. The study was conducted utilizing a larger offsite footprint so it provides for a more conservative analysis of potential project impacts. The offsite footprint was subsequently reduced so as to not include areas south of Ethanac Road along Sherman or Trumble Roads as per **Figure 2** above. Hence, some of the information or potential impacts reflected in the study are no longer applicable and are not discussed below. The Project site is located within the planning area for the MSHCP but is not located within any Conservation Areas. The site was reviewed for any focused survey requirements. While the Project site is located outside survey areas for amphibians, small mammals, Delhi-sands, flower-loving fly and other criteria, the Project site is located within a MSHCP-designated survey area for Western Burrowing Owl (BUOW). (ECORP, pp. 28, 31).

A literature review and biological reconnaissance surveys were conducted on November 9, 2022 and January 17, 2023, covering both the Project site and offsite improvement alignment plus a 500-foot buffer. The surveys were conducted to identify any potential biological resources that could be affected by the proposed Project, pursuant to the terms of CEQA and for the purposes of identifying any biological constraints that would affect the proposed site plan for the Project. The surveys were conducted in accordance with the Western Riverside County MSHCP. The MSHCP provides information on plant and wildlife species of concern to the County of Riverside and outlines goals for their conservation. Information on the MSHCP can be found at www.rctlma.org (Riverside County Land Management Agency [RCTLMA] 2022). The Project would be subject to county, state, and federal regulations regarding compliance with the federal Endangered Species Act (ESA), California ESA, Migratory Bird Treaty Act (MBTA), and California Fish and Game Code. (ECORP, p.1).

The Project site is currently vacant, disturbed, undeveloped and devoid of any trees. The vegetation observed is composed of mostly nonnative forbs and grasses. Scattered trash and evidence of off-highway vehicle use was also observed on the site. Additionally, most of the site showed evidence of mechanical disturbance and based on aerial imagery, it appears to have been regularly disturbed over the last 20 years, likely associated with annual weed. The Project site is bounded by an open lot with a similar vegetative composition of disturbed nonnative grasslands to the west, Sherman Road and residential developments to the east, commercial development to the north, and Ethanac Road and commercial developments to the south. Nonnative plant species present in this community included primarily nonnative grasses and weedy species such as Bermuda grass (*Cynodon dactylon*), cheeseweed (*Malva parviflora*), pigweed amaranth (*Amaranthus albus*), shortpod mustard (*Hirschfeldia incana*), wild oat (*Avena* sp.), bromegrass (*Bromus diandrus*), and Russian thistle (*Salsola tragus*). Native species present in this community at the time of the survey included telegraph weed (*Heterotheca grandiflora*), common sunflower (*Helianthus annuus*), and jimson weed (*Datura wrightii*). In addition, scattered trees were observed within the Project Footprint such as gum trees (*Eucalyptus* sp.), juniper (*Platycladus* sp.), olive tree (*Olea europaea*), mule fat, and tree of heaven (*Ailanthus altissima).* The urban/developed classification includes areas where anthropogenic disturbance has resulted in permanent impacts such as roads, buildings, and other development. Urban/developed areas have little to no vegetation. Urban/developed is not a vegetation classification, but rather a land cover type and is not typically restricted to a known elevation. The urban/developed land cover

constitutes primarily the roads along Trumble Road, Illinois Avenue, Ethanac Road, and Sherman Road. (ECORP, pp. 14, 17-18).

The literature review and database searches identified 43 special-status plant species. Of these 43 special-status plants, two were found to have a moderate potential to occur within the overall study area due to the presence of marginally suitable habitat and records within 5 miles: smooth tarplant and Parry's spineflower. These plant species are MSHCP covered species so additional surveys are not required.

A total of six species had a low potential to occur onsite and 35 plant species were presumed absent. One special status species, paniculate tarplant, was observed within the 500-foot buffer. However, this species has a California Rare Plant Rank (CRPR) of 4.2 (limited distribution in California) and does not have the same protections as plant species with a rank of 1B. As such, impacts to this species are not considered significant. The site is highly disturbed and no additional sensitive plant species were observed during the biological surveys. No impacts to special-status plant or narrow endemic plant species are expected to occur as a result of the Proposed Project. (ECORP, p. 25).

Of the 56 special-status wildlife species identified in the literature search, one bird species was present during the biological reconnaissance survey: California horned lark (Watch List species). Marginally suitable habitat for this sensitive bird species including the herbaceous nonnative forbs and grasses occurs within the Project footprint. Additionally, the large gum trees and other ornamental trees located within the offsite impact areas may provide nesting habitat for nesting birds and raptors. Potential nesting habitat for migratory birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) code was present within and adjacent to the Project footprint in some of the larger trees and shrubs. Additionally, the open areas and ground could be suitable for some ground nesting species (e.g., mourning dove, killdeer). Raptors typically breed between February and August, and songbirds and other passerines generally nest between March and August. There is potential for nesting to occur within the study area due to the presence of suitable nesting habitat. If construction occurs during the nesting season (generally between February 1 and September 15 although the nesting season may be extended due to weather and drought conditions) implementation of mitigation measure **MM BIO-1** would ensure that no nesting birds, regardless of their listing status, would be significantly impacted through compliance with CDFG Code Section 3503 and the Migratory Bird Treaty Act. (ECORP, pp. 24-25).

> **MM BIO-1: Preconstruction Survey for Nesting Birds.** In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.
>
> If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if

active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project proponent shall adhere to the following:

1. The Project proponent shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project development activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located then avoidance or minimization measures shall be undertaken in consultation with the City of Perris and the CDFW. Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Perris, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active or the nest has failed. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird

monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.

A total of seven wildlife species were determined to have moderate potential to occur within the study area: BUOW, loggerhead shrike, California glossy snake, red-diamond rattlesnake, ferruginous hawk, San Diego black-tailed jackrabbit, and Stephens' kangaroo rat (SKR). Six of these species are covered by the MSHCP and, other than SKR, which is federally listed (Threatened), none of the other species are listed under the federal or California Endangered Species Acts. These wildlife species are covered under the MSHCP and considered adequately conserved; no additional surveys or mitigation are required. Although potential impacts to SKR are covered by the MSHCP and SKR HCP, impacts to SKR habitat within the SKR HCP area would require mitigation fee payment. California glossy snake is not covered under the MSHCP. This species, if present, could be subject to direct impacts through ground disturbance and indirect impacts from noise, vibrations, and increased human activity related to Project activities. However, this species is only expected to occur in very low densities and Project-related impacts would not be expected to contribute to the overall decline of populations for these species due to the lack of high-quality habitat within the study area, the site's history of anthropogenic disturbances, and the presence of urban development adjacent to the Project site. Hence, impacts to California glossy snake would not be considered significant under CEQA and additional surveys and mitigation are not necessary. (ECORP, pp. 25-26).

A total of seven wildlife species have a low potential to occur onsite. Five of the seven species are covered under the MSHCP and considered adequately conserved and will not require additional surveys or mitigation. The remaining two species include Crotch bumble bee and Jacumba pocket mouse. These species, if present, could be subject to direct impacts through ground disturbance and indirect impacts from construction noise, vibrations, and increased human activity related to the development of the Project site. However, due to the lack of suitable habitat within the impact area, the site's long history of anthropogenic disturbances, and the presence of urban development immediately adjacent to the study area, these species, if present in the impact area, are only expected to occur in very low densities and Project-related impacts would not be expected to contribute to the overall decline of populations for these species; therefore, impacts to these species would not be considered significant and additional surveys and mitigation are not necessary. (ECORP, pp. 26-27).

The Project site is located within the MSHCP Burrowing Owl (BUOW, *Athene cunicularia*) Survey Area and is subject to the MSHCP burrowing owl survey requirements. A BUOW habitat assessment concurrently with the biological reconnaissance survey to determine the presence of suitable habitat. Biologists walked the study area which included a 500-foot buffer to identify the presence of owl habitat, scanning for suitable habitat using binoculars in areas that were inaccessible by foot. A focused burrow survey was conducted where suitable burrows were documented within the study area and in some areas of the 500-foot buffer, where accessible. This is a requirement under Part 2A of the WR-MSHCP Burrowing Owl Survey Instructions Protocol-level BUOW surveys were conducted during the breeding season (March 1 through August 31) as required under Part 2B of the WR-MSHCP Burrowing Owl Survey Instructions and consisted of four separate surveys conducted throughout the Project footprint, and within the 500-foot buffer where accessible. The surveys were conducted on four separate days in March, April, and May 2023 by qualified biologists. The biologists walked pedestrian transects spaced

20 to 30 meters apart across the entire study area where access was permissible. In areas that were inaccessible, binoculars were used to scan for the presence of BUOW. Additionally, all the encountered burrows were marked during the surveys. Burrows, rocky areas, or manufactured materials within the BUOW study area were visually inspected for potential BUOW occupation. All burrows encountered were inspected for presence or sign of BUOW (e.g., whitewash, pellets, feathers, and/or prey remains) and classified according to the guidelines in the CDFG Staff Report. Data collected for each burrow included the condition and size of the burrow, number of entrances, presence of BUOW sign near the burrow, and location. The biologists used GPS to mark the location. Burrows were individually numbered and classified into two categories based on definitions found in the CDFG Staff Report: occupied burrow or potential burrow. Burrows classified as occupied showed signs (e.g., whitewash, feathers, pellets, and/or bones of prey outside the burrow), indicating BUOW presence and/or use at some point in time. Potential burrows were defined as burrows that are large enough for a BUOW but do not show sign of use by the species. Data was recorded on survey sheets and photographs were taken. Although potentially suitable habitat was present in the study area, no BUOW or occupied burrows (e.g., burrows containing whitewash, pellets, feathers, bones of prey items) were observed during the protocol-level focused surveys for BUOW. Implementation of mitigation measures **MM BIO-2** and **MM BIO-3** would reduce any potential impacts to BUOW. (ECORP, pp. 12, 31).

> **MM BIO-2: Preconstruction Surveys for Western Burrowing Owl.** The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of initial ground-disturbing activities (e.g., vegetation clearing, clearing, and grubbing, grading, tree removal, site watering, equipment staging) at the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, a pre-construction survey for resident burrowing owls shall also be conducted within three days prior to commencement. If burrowing owls are observed during the Migratory Bird Treaty Act (MBTA) nesting bird survey (mitigation measure MM BIO-1, to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW and the US Fish and Wildlife Service (USFWS). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.
>
> If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.
>
> If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls.
>
> If active nests are identified during the pre-construction survey, the Project applicant shall not commence activities until no sign is present that the burrows

are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.

If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy.

The qualified biologist and Project applicant shall coordinate with the City of Perris Planning Division, the US Fish and Wildlife Service (USFWS), and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to CDFW prior to the start of project activities. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

MM BIO-3: If burrowing owl are discovered to occupy the Project Site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed in mitigation measure MM BIO-1, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection and no Project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The Project proponent shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

Hence, the Project site is vacant and disturbed, while offsite areas are largely developed/disturbed. Thus, with implementation of mitigation measures **MM BIO-1**, **MM BIO-2**, and **MM BIO-3**, compliance with the MSHCP and payment of SKR fees, the Project would not result in substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans,

policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, impacts would be **less than significant with mitigation incorporated** and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **No impact.** As previously stated in *Threshold 6.4.a* above, the Project site and offsite impact areas are disturbed and vacant or disturbed and developed and do not include any riparian/riverine habitat. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **No impact.** As previously stated in Threshold 6.4.a above, the Project footprint has been modified so does not include any protected wetlands or jurisdictional features. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **Less than significant impact.** As previously stated in *Threshold 6.4(a)* above, the Project site is highly disturbed. While the study area likely provides wildlife movement opportunities due to its open and unimpeded land, the Project site's value as a corridor is lessened by the fact that it borders residential development to the north and south and is disturbed due to anthropogenic factors. No migratory wildlife corridors or native wildlife nursery sites were identified within the study area. (ECORP, p. 27). Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish, wildlife species, established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, **less than significant impacts** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **Less than significant impact.** The City of Perris has adopted an ordinance (Ordinance No. 1123) to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP (ORD 1123) and has also adopted the following General Plan policies for the protection of biological resources (GP CE, pp. 46-47):

Goal II	Preservation of areas with significant biotic communities.
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.
Measure II.A.2	Public and private projects, located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.
Measure II.A.3	Public and private projects that are also subject to federal or State approval with respect to impacts to Water of the U.S. and/or Streambeds require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.

Goal III	Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).
Policy III.A	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

However, as previously stated in *Threshold 6.4(a)* above, the Project site does not contain sensitive biological resources since the Project site is highly disturbed. Further, the Project applicant would be required to pay the applicable MSHCP fees pursuant to Ordinance No. 1123. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, **less than significant impacts** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

f) **Less than significant with mitigation incorporated.** The MSHCP requires project consistency with Sections 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy), 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), 6.4 (Fuels Management), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). As a Permittee to the MSHCP, the City is required to ensure that all projects are consistent with these Sections of the MSHCP.

Consistency with MSHCP Section 6.1.1

The Project site is not located within a MSHCP Criteria Cell as identified under Section 6.1.1, *Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS)*. Further, the Project footprint does not fall within, nor is it adjacent to, Public Quasi-Public (PQP) or other MSHCP Conserved Lands (COR PQP). (ECORP, p. 28). Thus, the proposed Project is consistent with Section 6.1.1 of the MSHCP.

Consistency with MSHCP Section 6.1.2

Section 6.1.2, *Protection of Species Associated with Riparian/Riverine Areas, and Vernal Pools,* of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to, or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year." The proposed Project footprint is highly disturbed and does not support riparian, riverine, fairy shrimp and vernal pool habitats and no species associated with these habitat types are present on the site. As such, no focused surveys are required nor is a MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) report. Thus, the proposed Project is consistent with Section 6.1.2 of the MSHCP. (ECORP, pp. 31-32).

Consistency with MSHCP Section 6.1.3

Section 6.1.3, *Protection of Narrow Endemic Plant Species*, of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where

appropriate soils and habitat are present. The Project site does not occur within an MSHCP predetermined Survey Area for narrow endemic plant species and is therefore not required to survey for any narrow endemic plants. Thus, the Project is consistent with Section 6.1.3 of the MSHCP. (ECORP, p. 30).

Consistency with MSHCP Section 6.1.4

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface,* outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. Thus, the Project is consistent with Section 6.1.4 of the MSHCP. (ECORP, p. 30).

Consistency with MSHCP Section 6.3.2

Section 6.3.2, *Additional Survey Needs and Procedures,* requires additional surveys for certain species if a project is located within criteria areas shown on *Figure 6-2 (Criteria Area Species Survey Area)*, *Figure 6-3 (Amphibian Species Survey Areas with Critical Area)*, *Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area)* and *Figure 6-5 (Mammal Species Survey Areas with Criteria Area)* of the MSHCP. The Project site does not occur within the Amphibian Species Survey Area, Mammal Species Survey Area, Narrow Endemic Plant Survey Area, Criteria Area Species, or Invertebrate Survey Area. However, the Project site does require a focused Western Burrowing Owl survey, which was conducted as discussed in *Threshold 6.4.a,* above. With implementation of mitigation measures **MM BIO-2** and **MM BIO-3**, impacts to BUOW are less than significant. Thus, focused surveys were conducted as required so the Project is consistent with Section 6.3.2 of the MSHCP. (ECORP, p. 31).

Consistency with MSHCP Section 6.4

Section 6.4, *Fuels Management,* of the MSHCP provides guidelines to address brush management activities around new development within, or adjacent to, MSHCP Conservation Areas. The Project Site is not located adjacent to an existing or proposed MSHCP Conservation Area so this section is not applicable to the proposed Project (ECORP, p. 28). Therefore, the Project is consistent with MSHCP Section 6.4.

MSHCP Appendix C and Section 7.5.3

The MSHCP's Appendix C, *Standard Best Management Practices* and Section 7.5.3, *Construction Guidelines*, lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. Implementation of mitigation measure **MM BIO-1** would address potential construction impacts to nesting birds and mitigation measures **MM BIO-2** and **MM BIO-3** for BUOW. Further, Sherman Road is a publicly maintained MSHCP cover road. Safety improvements to publicly maintained existing roadways and necessary operation and maintenance activities conducted for safety purposes within Public/Quasi-Public Lands are Covered Activities. Covered maintenance activities include signage, traffic control devices, guardrails and fences, pavement repairs, accident response, tree trimming, natural disaster damage/restoration of emergency access, storm drainage, weed control, grading shoulders (up to 12 feet), grading existing dirt roadways, dust stabilization, culverts/drop structures, curbs/gutters/sidewalks, roadway widening, berms, roadway resurfacing, ditch clearing, landscape maintenance, bridge maintenance, and roadway reconstruction. Guidelines are

provided in Section 7.3.5 of the MSHCP, which would minimize and avoid impacts to sensitive species and habitats occurring adjacent to the existing roadway. The best management practices in Appendix C of the MSHCP would be applied as appropriate. Thus, with mitigation and compliance with Appendix C of the MSHCP, the proposed Project is consistent with Appendix C and Section 7.5.3 of the MSHCP.

Hence, with implementation of mitigation measures **MM BIO-1**, **MM BIO-2**, and **MM BIO-3,** the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, **less than significant impacts** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

6.5 Cultural Resources	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

References: GP CE, Project Description

Explanation of Checklist Answers

a) **Potentially significant impact.** The City's GP identified approximately ten (10) historic archaeological sites which occur within the City and ninety-eight (98) historic sites which occur within City limits (GP CE, p. 19). Furthermore, the GP defines areas that might hold more cultural resources sites than other areas (GP CE, p. 20). The proposed Project site is located within an area of low-density, with a probability of one (1) or fewer sites per quarter mile (GP CE, Exhibit CN-6). Nonetheless, between the late 1940s and late 1990s, residences and farm structures were developed along the southern property boundary adjoining Ethanac Road. The southern portion of the Project site now contains a 50-square-foot concrete pad in the approximate location of a former residence. In addition, a potential abandoned 12-inch-diameter well was observed in the southeast corner of the Project site. A site-specific cultural resources assessment will be prepared for the Project to identify any potentially historical resources pursuant to State CEQA Guidelines §15064.5. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** As discussed in *Threshold 6.5(a)*, the proposed Project site is located in an area with a generally low-density probability for cultural resources, including archaeological resources. Nonetheless, since the Project site is currently vacant and undeveloped then there is the potential for archaeological resources to be discovered during construction activities. Accordingly, a site-specific cultural resources survey will be conducted at the Project site to identify any archeological resources that may potentially be impacted by development. Causing a change in the significance of an archaeological resource may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** No known cemeteries are located within the Project site. However, construction activities may have the potential to uncover human remains, including those interred outside of formal cemeteries. As such, the potential exists for previously unknown human remains to be discovered at the site during project construction activities. Disturbing previously undiscovered human remains may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

6.6 Energy	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

References: Project Description

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the Project would require energy consumption during both construction and operation activities. Since the Project site is currently vacant, implementation of the Project would increase the amount of energy consumed within the Project site. To determine the severity of Project-related impacts regarding wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, additional analysis is required. Thus, the Project may result in a **potentially significant impact** due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** Implementation of the Project would result in development of a vacant site. As such, the amount of energy consumed within the Project site would increase. To determine the severity of Project-related impacts regarding energy, additional analysis is required to determine whether the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

6.7 Geology and Soils	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

References: DOC, GE, GP CE, GP SE, GP DEIR, SCG-A, SCG-B

Explanation of Checklist Answers

a.i) **No impact.** A *Geotechnical Investigation Report* was prepared by Southern California Geotechnical (SCG) in February 2022 (SCG-A) as well as a *Limited Geotechnical Investigation*

prepared by SCG dated May 1, 2023, for the offsite footprint related to storm drain and roadway improvements (SCG-B); both of which are included as Appendix B to this IS. The Project site is not located within the Alquist-Priolo Earthquake Fault Zone (SCG-A, p. 9). While seismic activity is known to exist throughout Southern California, there are no known faults running through or near the Project site that would result in substantial effects. The Project site is located approximately 23.8 miles west of the San Jacinto Fault Zone and approximately 11.17 miles east of the Elsinore Fault Zone (DOC; GE). The possibility of significant fault ruptures at the Project site is considered to be low because no evidence of faulting is visible (SCG-A, p. 9). Further, the Project's design will be consistent with the recommended seismic parameters included in the *Geotechnical Investigation Report* and meet or exceed the seismic standards in the current California Building Code (CBC). Thus, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of known earthquake fault. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

a.ii) **Less than significant impact.** Although there are no faults identified within the City limits, there are several active faults within the Southern California region that may contribute to ground shaking at the Project site, including: San Andreas, San Jacinto, Cucamonga, and Elsinore Faults (GP DEIR, p. VI-10). Since ground shaking and earthquake activity is typical of the Southern California area, the proposed Project would be required to be designed consistent with current California Building Codes, requiring structures to be designed to meet or exceed the seismic safety standards set forth therein (SCG-A, p. 10). Thus, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, impacts are **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

a.iii) **Less than significant impact.** Liquefaction occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a soil (GP SE, p. 29). There are multiple areas within the City susceptible to liquefaction. However, the proposed Project site is not located within a moderate, high, or very high liquefaction susceptibility area (GP SE, p. 28). Additionally, Riverside County identifies the Project site as having low liquefaction susceptibility (SCG, p. 10). Furthermore, the subsurface exploration conducted as part of the *Geotechnical Investigation* determined that subsurface conditions encountered at the boring locations were not considered to be conducive to liquefaction (SCG-A, p. 10). Specifically, the subsurface conditions consist of moderate to high strength alluvial soils underlain by bedrock, with no evidence of a long-term groundwater table within the depths explored by the boring.

A *Limited Geotechnical Investigation* was also prepared by SCG dated May 1, 2023, related to the offsite footprint for storm drain and roadway improvements (SCG-B) also included in Appendix B of this IS. Subsurface exploration conducted for this Project consisted of seven borings (identified as Boring Nos. B-1 through B-7) advanced to depths of approximately 5 to 20 feet below the existing site grades. Boring's B-1 through B-3 were performed within Illinois Avenue, as part of the storm drain improvements, while boring's B-4 through B-7 were performed in the proposed street widening areas, adjacent to Ethanac Road and Sherman Road. (SCG-B, p 2).

Asphalt concrete (AC) pavements were encountered at the ground surface at borings B-1 through B-3, which were drilled within Illinois Avenue. At these locations, the pavement sections consist of approximately 5 to 7.5 inches of AC, underlain by approximately 4 to 8 inches of

aggregate base. Artificial fill soils were also encountered at the ground surface at most of the boring locations, extending to depths of approximately 2.5 to 5.5 feet below the existing site grades. The fill soils consist of loose to medium dense silty fine sands and clayey fine sands, with varying medium sand and clay content, and fine sandy clays. The fill soils possess a disturbed and mottled appearance, resulting in their classification of artificial fill. Native alluvium was encountered beneath the artificial fill soils or at the ground surface at all the boring locations, extending to at least the maximum depth explored of approximately 20 feet. The older alluvium generally consists of medium dense to very dense silty sands, clayey sands, and fine sandy silts with varying medium to coarse sand, and very stiff to hard fine sandy clays. (SCG-B, p. 3).

Free water was not encountered during the drilling of any of the borings. Based on the lack of water within the borings and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of approximately 20 feet at the time of the subsurface exploration. The nearest monitoring well is located directly south of Illinois Avenue where water level readings indicate a high groundwater level of approximately 95 feet below the ground surface in September 1995. (SCG-B, p. 3).

Hence, liquefaction is not considered to be a design concern for this Project (SCG-A, p. 11). Thus, the Project will not directly, or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, impacts are **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

a.iv) **No Impact.** The City is located on a flat broad basin. The City's western and southern areas contain steep slopes (30 percent gradient or higher) and are identified as areas susceptible to landslides (GP SE, p. 30). The Project site is located within the southeastern portion of the City, which is relatively flat (GP SE, p. 31). The Project site's overall topography is relatively flat and gently slopes downward to the northwest at a gradient of less than one percent (SCG-A, p.4). Since the Project site is not in an area prone to slope instability and not susceptible to landslides, implementation of the Project would not directly, or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including landslides. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **Less than significant impact.** The Project site is characterized as generally flat, descending gradually to the northwest. Development of the Project site would result in the development of vacant and underutilized parcels. Construction would include the grading, moving, and compaction of soils at the site, followed by building construction. Trenching, grading, and compacting associated with construction of structures, modification/relocation of underground utility lines, and landscape/hardscape installation could expose areas of soil to erosion by wind or water during these construction processes. As such, construction activities have the potential to result in soil erosion or the loss of topsoil. Further, the *Geotechnical Investigation* identified that near surface soils possess appreciable silt and clay content and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. Due to their granular content, some of the onsite soil could also be susceptible to erosion. Thus, the Project site would be required to be graded to prevent ponding of surface water and to prevent water from running into excavations. (SCG-A, p. 17).

One of the major effects of erosion is sedimentation in receiving waters. However, erosion control standards are set by the Regional Water Quality Control Board (RWQCB) through administration of the National Pollutant Discharge Elimination System (NPDES) permit process for storm drainage discharge. The NPDES permit requires implementation of nonpoint source control of stormwater runoff through the application of a number of Best Management Practices (BMPs). BMPs are required to reduce the amount of constituents, including eroded sediment, that enter streams and other water bodies to the maximum extent practicable. A Storm Water Pollution Prevention Plan (SWPPP), as required by the RWQCB, must describe the stormwater BMPs (structural and operational measures) that would control the quality (and quantity) of stormwater runoff.

Additionally, sites greater than one acre in size are subject to the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB). Developers must submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including the preparation of a SWPPP, applicable NDPES Regulations, and BMPs. The SWPPP must describe the site, the facility, construction period erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement controls where necessary. Because the site is over one acre in size, the Project will be required to comply with all applicable requirements of the General Construction Activity Stormwater Permit, including the preparation of a SWPPP, applicable NDPES Regulations, and BMPs.

All construction activities would also be required to comply with Chapter 33 of the CBC, which regulates excavation activities and the construction of foundations and retaining walls, grading activities, including drainage and erosion control. Likewise, the City performs stormwater monitoring and enforcement activities. In the developed condition, the addition of paved and landscaped areas would, over the long term, decrease the potential for erosion because less exposed soils would exist at the sites.

Thus, through compliance with these standard regulatory requirements, the construction of the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Through compliance with standard state and federal requirements and recommendations outlined in the *Geotechnical Investigation Report,* the Project would not result in substantial soil erosion or loss of topsoil. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **Less than significant impact.** Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. The potential for geological hazards induced by lateral spreading is considered low and only minor subsidence may occur at the Project site (SCG-A, p. 9, 12). As such, the *Geotechnical Investigation Report* provides site development and design

recommendations that would be incorporated into the grading plans prepared for the proposed Project.

It is expected that shoring may be required during excavation for the storm drain line along portions of the existing street segments. The proposed shoring is also expected to be required in order to protect the existing utility lines located on the proposed storm drain line alignment. Geotechnical recommendations assume that the retained soil heights will extend to depths of approximately 10 to 15 feet and any surcharge loads would be setback at least 10 feet from the face of the shoring. Any excavation related to the offsite improvements would be required to comply with the recommendations of the *Limited Geotechnical Investigation* (SCG-B, p. 8).

The Project would be required to adhere to the measures identified in the California Building Code and applicable standards of the City's Grading Ordinance to reduce potential impacts resulting from unstable soil conditions. Additionally, as discussed in *Thresholds 6.7(a.iii)* and *6.7(a.iv),* the Project site is located in a relatively flat area so landslides do not pose a significant risk and liquefaction is not considered to be a significant design concern.

Older native alluvial soils were encountered at the ground surface at all of the boring locations, extending to depths of at least 5.5 feet to 25 feet below ground surface both within the Project site and in the offsite improvement areas. The older alluvium generally consists of stiff to hard fine sandy clays, fine to coarse sandy clays and medium dense to very dense clayey fine to medium sands. Granodiorite to Tonalite bedrock was encountered beneath the older alluvium at depths of 5.5 feet to 12 feet below ground surface, extending to the maximum depths explored of 15 feet to 25 feet. The bedrock generally consists of medium dense to very dense gray-brown, highly weathered, friable, fine- to coarse-grained granodiorite to tonalite. (SCG-A, p. 5). Collapsible soils typically occur in areas with young and very young alluvial sediments due to their low density, rapid deposition in alluvial fans, and the generally dry condition of their upper soils. The proposed building area is underlain by relatively high strength older alluvial soils. Based on soil samples, near surface soils may be subject to minor consolidation settlement when loaded. In order to provide more uniform support characteristics below the floor slab and foundation areas, and to help limit potential differential settlements, some remedial grading is considered warranted within the proposed building pad area in order to remove the upper portion of the existing soils and replace them as compacted structural fill. This recommended remedial grading would remove the upper portion of the near-surface native alluvium and replace these soils as compacted structural fill. The native soils that would remain in place below the recommended depth of over excavation generally possess favorable consolidation characteristics and would not be subject to significant load increases from the foundations of the new structure. Provided that the recommended remedial grading is completed, the post-construction static settlements of the proposed structure is expected to be within tolerable limits. (SCG-A, p.11).

Thus, the Project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **Less than significant impact.** Expansive soils swell when subjected to moisture and shrink when dried. The UBC mandates that "special [foundation] design consideration" be employed if the Expansion Index (EI) is 20, or greater. Laboratory testing performed on a representative sample of the near surface soils indicates that these materials possess a medium expansion

potential (EI = 62). Based on the presence of expansive soils at this site, recommendations of the *Geotechnical Investigation* recommend proper moisture conditioning and maintenance of moisture content of all building pad subgrade soils to a moisture content of 2 to 4 percent above the American Society for Testing and Materials (ASTM) D-1557 optimum, during site grading. (SCG-A, p.11). As such, the *Geotechnical Investigation Report* provides site development and design recommendations that are required to be incorporated into the grading plans prepared for the proposed Project to be approved by the City prior to issuance of grading permits. These plans are also required to be prepared in conformance with applicable standards of the City's Grading Ordinance. Development of the Project, consistent with applicable standards and the recommendations included in the *Geotechnical Investigation*, would reduce impacts from expansive soils. Thus, the Project would not create substantial direct or indirect risks to life or property due to expansive soil. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **No impact.** The Project site will connect to the existing sewer system and will not require the use of septic tanks. Thus, soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater is not applicable to the proposed Project. Therefore, **no impacts** are anticipated so this topic will not be further analyzed and addressed in the forthcoming EIR.

f) **Potentially significant impact.** The Perris Valley floor is composed of Quaternary alluvium, which has developed as a result of erosion out of the batholithic and minor Aeolian deposition. Near the surface, this material is too young to exhibit fossils. However, it is possible that at depths beyond five feet below the modern ground surface, fossils may be found. (GP CE, p. 26). Paleontological sensitivity has been broken into five geographic regions within the City. The Project site is located in Area 2 which is identified as High Sensitivity due to its Pleistocene older fan deposits. The older fan deposits have a high potential to contain significant fossil resources (GP CE, pp. 26-27). Hence, construction-related and earth-disturbing actions may have the potential to impact previously undiscovered fossils in rock units. Therefore, the Project may result in a **potentially significant** impact. This topic will be further analyzed and addressed in a forthcoming EIR.

6.8 Greenhouse Gas Emissions	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

References: Project Description

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the Project would incorporate light industrial uses which may result have the potential to generate greenhouse gas (GHG) emissions above SCAQMD thresholds during construction and operational activities. Thus, the Project may have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** As discussed in *Threshold 6.8(a)* above, the Project may have the potential to increase GHG emissions to levels that may impact the environment. Thus, the proposed Project may have the potential to conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

6.9 Hazards/Hazardous Materials	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise or people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

References: AICUZ, ALUC-A, ALUC-B, ALUC-C, ALUC-D, CALFIRE, CCR, DTSC, GCI, GE, GP SE, MC

Explanation of Checklist Answers

a) **Less than significant impact.** The routine transport, use, and disposal of hazardous materials can result in potential hazards to the public through accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and storage and distribution facilities.

Construction

Construction of the Project site would involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials would be transported to the Project site by equipment service trucks. In addition, workers would commute to the Project via private vehicles and would operate construction vehicles and equipment on public streets. Hence, the potential exists for direct impacts to human health and the environment from accidental spills of hazardous materials during Project construction through the transport, use, and disposal of construction-related hazardous materials such as fuels, lubricants, and solvents. However, several federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States DOT Office of Hazardous Materials Safety in accordance with Title 49 Part 171-180 of the CFR. Title 49 Part 171-180 regulates the safe transportation of hazardous materials and requires appropriate documentation for all hazardous waste that is transported. OSHA protects workers from being killed or seriously harmed at work: specifically, 29 CFR §§1910 and 1926 address the handling of toxic materials. Cal OSHA, under 8 CCR §§337-340, specifies requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings. Management of Hazardous Waste, under CCR Title 22 Division 4.5, establishes permits for the storage and disposal of hazardous material that cannot be disposed of in landfills. The California Hazardous Waste Control Law, under Chapter 6.95 of the Health and Safety Code, describes strict regulations for the safe transportation and storage of hazardous materials. Compliance with all applicable laws and regulations will reduce potential impacts associated with routine transport, use, or disposal of hazardous materials.

The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. Further, it is possible that licensed vendors may bring some hazardous materials to and from the Project site as a result of the proposed Project. However, appropriate documentation for all hazardous waste that is transported in connection with specific Project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the CHSC. In addition, future users would be required to comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to the United States Department of Transportation (DOT) Office of Hazardous Materials Safety Title 49 of the CFR, and implemented by Title 13 of the CCR which prescribes strict regulations for the safe transportation of hazardous materials. Compliance with the applicable federal and state laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit.

Operation

The LI designations allow for the assembly of non-hazardous products and materials. Because the exact tenants of the proposed buildings are unknown at this time, there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products may be stored and transported from the proposed facility during operation. However, these hazardous materials would not be manufactured at the Project site and would only be stored short-term before transport. The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. Further, it is possible that licensed

vendors may bring some hazardous materials to and from the Project site as a result of the proposed Project. However, appropriate documentation for all hazardous waste that is transported in connection with specific Project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the CHSC. In addition, future users would be required to comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to the United States Department of Transportation (DOT) Office of Hazardous Materials Safety Title 49 of the CFR, and implemented by Title 13 of the CCR which prescribes strict regulations for the safe transportation of hazardous materials. Compliance with the applicable federal and state laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit.

Thus, because the proposed Project would be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials, it will not create a significant hazard to the public or the environment through the routine transportation, use, or disposal of hazardous materials

Further, development within the City is subject to regulation and monitoring by the Department of Environmental Health of the Riverside County Community Health Agency as part of the requirements of the California Environmental Protection Agency (EPA) (GP DEIR, p VI-16). Thus, through compliance with all applicable federal, state, regional and local laws, the Project will not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **Less than significant impact.** The Phase I Environmental Site Assessment dated April 2023 (hereinafter referred to as the *Phase I ESA*) was prepared for the Project site by Geosyntec Consultants, Inc (GCI) and is included as Appendix C of this Initial Study. The *Phase I ESA* was prepared in accordance with the ASTM International (ASTM) Standard E 1527-13 Standard Practice for environmental site assessments (ESAs) to evaluate the Project site for potential recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historic recognized environmental conditions (HRECs). As part of the *Phase I ESA*, a site reconnaissance was conducted on November 9, 2022, as well as a records review. The following databases were reviewed: Federal, State, and local environmental databases, historical aerial photographs, historical topographic maps, fire insurance maps, city directories, local authority permits and records, and available property tax information. (GCI, p. 11).

The search of environmental databases identified 45 site listings for properties within one mile of the Project site, some of which were in databases indicative of releases. Listed sites located greater than one-quarter mile from the Project site were not evaluated because they are not anticipated to adversely affect the site based on their location and proximity. All others were considered unlikely to adversely impact the Project site (GCI, p. 13).

The Project site is vacant and appears to have been recently tilled and does not contain any structures. The *Phase I ESA* indicates a potential abandoned agricultural well consisting of a damaged 12-inch diameter steel pipe was observed in the southeast corner of the site and that the Project site was previously used for agricultural purposes (row crops and/or pastures) since at least the late 1930's. By 1949, the site appears to have included a homestead with a small farm and/or residential structures in the southern portion of the site. Between the late 1940s and

late 1990s, residences and farm structures were developed along the southern property boundary adjoining Ethanac Road. From 2012 to 2018, no building footprints are depicted at the site. Based on the time frame of the observed clearings, it is possible that pesticides or herbicides (considered hazardous substances) or petroleum products were used onsite. However, no indication of pesticide/herbicide usage was found as part of the *Phase I ESA*. Hence, the findings are considered a *de minimis* condition which is a condition that generally does not present a threat to human health or the environment that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Further, no HRECs in connection with the Project site exist. (GCI, pp. 5-6, 17, 25-26, 28-29).

As previously stated, the Project site does not contain buildings or structures. Scattered debris piles containing used tires, one compressed natural gas (CNG) cannister, fencing materials, and general plastic/glass trash were observed throughout the Project site but largely concentrated along sites southern boundary. Small piles of aggregate (concrete and asphalt) were observed near the Project site boundaries. The southern portion of the Project site contains imported fill material and a 50-square-foot concrete pad in the approximate location of a former residence. Other improvements observed include several pedestals along the east site boundary marking the location of a buried EMWD Telemetry cable and a potential abandoned 12-inch-diameter well was observed in the southeast corner of the Project site. The results of the site reconnaissance provided no indication of releases, ground surface staining, or other impacts from the solid waste/debris listed here. Hence, the findings are considered a *de minimis* condition and there are no RECs in connection with the Project site. (GCI, pp. 6, 28-29).

Based on the results of the Phase I ESA, no evidence of RECs or HRECs in connection with the Project site exist (GCI, p. 25). Additionally, de minimis conditions were associated with the Project site, in relation to solid waste/debris and historical agricultural land, neither of which generally present a threat to human health or the environment. (GCI, p. 29). As such, implementation of the Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **No impact.** There are no existing or proposed schools within a one-quarter-mile radius of the proposed Project site. The closest existing schools to the Project site are Romoland Elementary School (approximately 0.6 mile east of the proposed Project site) and Hans Middle School (approximately 1.7 miles south of the Project site). Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school because there are no existing or proposed schools within one-quarter-mile of the proposed Project site. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **No impact.** According to the Department of Toxic Substances Control (DTSC) Cortese list, compiled pursuant to Government Code Section 65962.5, no hazardous materials sites are located within or adjacent to the Project site. The environmental database resources consulted as part of the *Phase I ESA* identified three sites within one-quarter mile of the Project site that were evaluated due to their potential to adversely affect the site based on location and proximity. (GCI, p. 12).

- Trimline Automotive Interiors / Top Tech Auto & Sons / Gencorp Auto Body Shop located at 27271 Ethanac Road Suite 104 (adjoining south across Ethanac Road, hydraulically down to cross-gradient from the Project site). The site was listed in the listed in the EDR HIST AUTO database from 1985 to 2014 as an auto supply store, automotive repair shop, and automotive transmission repair shop. It is also listed in the CERS and CERS HAZ Waste databases, and other non-release databases, and received multiple notices of violation (NOV) for administrative issues (failure to maintain copies of manifests, submit emergency response plans, submit business plans, employee training, etc.). Other than an NOV for oil spilled on the ground or pooled on top of drums, no violations or reported releases were identified at the property. However based on the information provided it is considered unlikely that this property has adversely affected the Project site. (GCI, p. 13).
- Chaney's Automotive / Longs Enterprises dba Longs Automotive / Ethanac Smog located at 27411 Ethanac Road (adjoining south across Ethanac Road, (hydraulically down to cross-gradient from the Project site). The site was listed in the EDR HIST AUTO, Leaking Underground Storage Tank (LUST), CERS HAZ WASTE, and other non-release databases. The facility was issued various administrative violations during compliance inspections by the Riverside County Department of Environmental Health. No violations associated with a spill or release were reported. A LUST case was opened in 1992 for a release of waste oil affecting soil. The case was closed and issued No Further Action (NFA) in 2000. The Case Closure Summary report indicates groundwater is located approximately 112 to 200 feet below ground surface (bgs). Based on the case closure status, distance and hydraulic direction from the site, and lack of groundwater impact, it is considered unlikely that this property has adversely Impacted the site. (GCI, p. 13).
- Arco Celestino at 27391 Ethanac Road (adjoining south across Ethanac Road, hydraulically down to cross gradient from the site). The property is listed on the EDR HIST AUTO database in 2002 as a gasoline service station. This property is not listed on any databases indicative of a spill or release. Based on the lack of a documented release, it is considered unlikely that this property has adversely impacted the site. (GCI, p. 13).
- Richard Whitaker dba Chute Systems, Earth Systems Southwest, Amanda Langston and Top Promotional Products at 1622-1794 Illinois Avenue (adjoining north across Illinois Avenue, hydraulically down to cross gradient from the site) were listed in the RCRA–- Non Generators / No Longer Regulated (RCRA NONGEN/NLR) database as nonhazardous waste generators. No violations were found. Based on the nature of these listings, it is considered unlikely that this property has adversely impacted the site. (GCI, pp. 13-14).
- West Coast Yamaha Inc. dba Langston Motorsport at 1622 Illinois Avenue, Suite 1 (adjoining north across Illinois Avenue, hydraulically down to cross gradient from the site) was listed in the CERS HAZ WASTE, CERS, Facility and Manifest Data (HAZNET), Hazardous Waste Tracking System (HWTS), and RCRA NONGEN/NLR databases. The facility generated hazardous materials and petroleum products associated with vehicle maintenance. No violations were reported for a spill or release. Based on the nature of these listings, it is considered unlikely that this property has adversely impacted the site. (GCI, p. 14).

- Pro Structural and Summit Equipment Rentals at 26105 Sherman Road (adjoining south across Sherman Road, hydraulically cross gradient from the site) were listed in the RCRA NONGEN/NLR database as non-hazardous waste generators. No violations were found. Based on the nature of these listings, it is considered unlikely that these properties have adversely impacted the site. (GCI, p. 14).
- North County Sand & Gravel at 26227 Sherman Road (adjoining south across Sherman Road, hydraulically cross gradient from the site) was listed in the CERS HAZ WASTE, CERS TANKS, CERS, and RCRA NONGEN/NLR databases. The facility is a truck maintenance/storage yard. Hazardous materials used at the property include diesel and oils stored in aboveground storage tanks. A violation was issued for minor staining beneath new oil and waste oil secondary containment pallets. Absorbent was applied to the spill. The facility cleaned the absorbent and returned to the compliance. Based on the minor nature of the release, it is considered unlikely that this property has adversely impacted the site. (GCI, p. 14).
- Cal Trans at 27644 Highway 74 is located approximately 1,150 feet northeast, hydraulically cross gradient of the Project site. The site was listed in the LUST database for a gasoline release affecting soil in 1989 but was closed with a "No Further Action" issued in 1994. Based on the case closure status, distance and hydraulic direction from the site, and the lack of groundwater impact it is considered unlikely that this property has adversely impacted the Project site. (GCI, p. 14).
- Six abandoned mines were reported within a 0.25-mile radius of the site. The mines were used for construction sand and gravel. (GCI, p. 14).

The *Phase I ESA* concluded that the above properties were not considered to be significant environmental concerns to the Project site based on several factors including the nature of the regulatory databased listing, the case closures, the distance of the listed properties to the Project site, and the hydraulic direction of the site comparatively to the Project site. Thus, the Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **Less than significant.** The proposed Project site is located just over 2 miles northwest of the Perris Valley Airport and Skydiving Center (GE). The Perris Valley Airport and Skydiving Center is a privately owned and privately used airport (ALUC-A, p. 1-2). The proposed Project site is also located approximately 11 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA). The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is located within the Airport Compatibility Zone D. Zone D represents the area on the periphery of flight corridors where the risk concern is primarily for uses such as high intensity uses in confined areas where the consequences could be severe. This area is also located within the 55 dBA Community Noise Equivalent Level (CNEL) noise contour where potential noise impacts from MARB/IPA are considered moderate to low with concerns focused primarily on individual loud events.

The Project site is also located within the 2018 MARB Air Installations Compatible Use Zones (AICUZ) Study area. The purpose of this study is to promote public health, safety, and general

welfare in areas surrounding the base while seeking development compatible with the defense flying mission. The AICUZ Program recommends that noise levels, Clear Zones (CZs), Accident Potential Zones (APZs), and flight clearance requirements associated with military airfield operations be incorporated into local community planning programs in order to maintain the airfield's operational requirements while minimizing the impact to residents in the surrounding community. The Project site is not located within any APZ.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The proposed Project site is located within the 55 dBA CNEL aircraft noise contour (ALUC-B, p. 3). However, the proposed Project use is not noise-sensitive land use. As such, the proposed Project would not expose people working in the Project area to excessive noise levels from aircraft operations.

Because the proposed Project site is located within the Airport Compatibility Zone D, the Project is required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) for a consistency determination. As required by Perris Municipal Code Chapter 19.51 March ARB/IP Airport Overlay Zone (AOZ), development within the (AOZ) must be compatible with the ALUCP. The Airport Land Use Commission (ALUC) requires a review and consistency determination when any project is seeking legislative action. The Project was reviewed by ALUC and determined to be consistent with the MARB/IPA LUCP on June 8, 2023 (ALUC-C). Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023 (ALUC-D). Both consistency determinations are included as Appendix C of this Initial Study. Thus, implementation of the Project would not expose people residing or working in the project area to a safety hazard or excessive noise for people residing or working in the project area. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

f) **Less than significant impact.** The Project site is located along Ethanac Road and Sherman Road which have both been identified as Evacuation Routes by the City GP (GP SE, p.11). These roadways are identified as potential evacuations routes due to their connectivity to other major highways and roadways within Riverside County (GP SE, p. 10.) The City of Perris participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) which outlines requirements for emergency access and standards for emergency responses. It is anticipated that all local roadways would remain open during Project construction and operation. Hence, the Project would not result in closures of local roadways that may have an effect on emergency access in the vicinity of the Project site. Further, construction activities occurring within the Project site would comply with all conditions, including grading permit conditions regarding fire access, and would not restrict access for emergency vehicles responding to incidents on the site or in the surrounding area. Thus, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

g) **No impact.** The City has been identified by the California Fire Alliance as a Community at Risk and assigned the highest category for wildfire risk (GP SE, p. 20). The Project site and surrounding areas include vacant land. The surrounding area also includes existing non-conforming residential uses and industrial uses. The area is planned for future commercial, business park, and light industrial land uses. The proposed Project site is not located adjacent to any wildlands or any undeveloped hillsides where wildland fires might be expected (GE SE, p. 19). Further, the Project site is not located within or near a State Responsibility Area (SRA) or in an area that is identified as being in a very high fire hazard severity zone according to the Fire Hazard Severity Zones in the SRA Map produced by the California Department of Forestry and Fire Protection (CALFIRE). Furthermore, the Project site does not contain natural features that would exacerbate wildland fire risk. Therefore, no direct or indirect significant risk of loss, injury or death involving wildland fires would occur. Thus, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

6.10 Hydrology and Water Quality	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite;	☒	☐	☐	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☒	☐	☐	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
(iv) impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

References: FEMA, GE, GP SE, GP DEIR, USGS

Explanation of Checklist Answers

a) **Potentially significant impact.** The City is located within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County and ultimately to its terminus in Lake Elsinore. The only major tributary to the San Jacinto River within the City of Perris is the earthen Perris Valley Channel (GP DEIR, p. IV-48). The San Jacinto River is not listed on the 2002 list of Clean Water Act 303(d) impaired water bodies. However, Canyon Lake and Lake Elsinore, downstream of the City of Perris, are listed for excessive nutrients/pathogens and nutrients/sediment/unknown toxicity, respectively (GP DEIR, p. IV-67). Development of the Project site would increase the amount of impervious surface area at the site including parking areas, sidewalks, roadways, and rooftops. All sources of runoff may carry pollutants and

therefore have the potential to degrade water quality to a level below water quality standards or waste discharge requirements. As such, because the proposed Project would increase the amount of impervious surfaces at the site, the Project may potentially violate water quality standards, waste discharge requirements, or otherwise substantially degrade surface or ground water quality. Therefore, the Project may result in a **potentially significant** impact. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Less than significant impact.** The City of Perris is located within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County. The San Jacinto River flows from the San Jacinto Mountains, across the San Jacinto Valley, through the City of Perris, to Railroad Canyon Reservoir, and finally to its terminus in Lake Elsinore, southwest of Perris. The Santa Ana River Water Quality Control Plan (WQCP) divides the San Jacinto Watershed into 14 groundwater subbasins. The City of Perris lies above Perris South I, Perris South II, and Perris South III sub-basins. The Santa Ana Watershed Project Authority's combines these three sub-basins into two Groundwater Management Zones (GMZ), referred to as Perris North and Perris South. (GP DEIR, pp. IV-48 to IV-49). The Project site is located within the Perris South GMZ.

All three groundwater sub-basins are listed for municipal and agricultural beneficial uses. Water quality objectives have only been established for total dissolved solids (TDS) for each of the three sub-basins. Groundwater quality in the Perris sub-basin is generally of poor quality due to high concentrations of TDS and nutrients resulting from past and present agricultural runoff. Due to high TDS and nutrient levels, groundwater is no longer used for domestic purposes and only partially used to meet agricultural demand. The EMWD, which serves the Perris area, supplements agricultural needs with low TDS water imported from the State Water Project. (GP DEIR, pp. IV-48 to IV-50)

Implementation of the proposed Project would increase the amount of impervious surfaces within the EMWD's service area and may have the potential to impact the amount of water which percolates back into the local groundwater basin. The Project site encompasses approximately 20 gross acres plus an additional 12 acres within roadway ROW for potential offsite improvements. Although the amount of impervious surface will increase due to Project construction, the area of the Project site is negligible compared to the groundwater basin. Further, groundwater from this GMZ is not utilized for domestic purposes and will not be required as part of any agricultural land use. As such, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, this impact would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

c.i) **Potentially significant impact.** There are no streams or rivers currently mapped within the Project site (USGS). As such, the Project would not alter an existing stream or river. However, implementation of the proposed Project would introduce impervious surfaces throughout the Project site which may generate more onsite runoff that moves faster than the existing condition which may result in erosion onsite or offsite if erosive surfaces are present. During construction, if erosive surfaces are present, and the Project is greater than one acre, the Project would be required to comply with the Construction General Permit (CGP) and implement an effective

SWPPP for the control and minimization of non-stormwater runoff that could adversely affect downstream waterbodies. A Drainage Study will be needed to determine the site's existing hydrologic conditions and determine capacity of existing drainage facilities. Post construction, the Project would be required to provide a Preliminary Project-Specific Water Quality Management Plan (WQMP) to identify how water will be treated prior to leaving the site or entering any storm drain facilities. As such, the proposed Project may substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which may potentially result in substantial erosion or siltation onsite or offsite. Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

c.ii) **Potentially significant impact.** There are no streams or rivers currently mapped within the Project site (USGS). As such, the Project would not alter an existing stream or river. However, implementation of the proposed Project would introduce impervious surfaces throughout the Project site which may generate more onsite runoff that moves faster than the existing condition which may result in onsite or offsite flooding. A Preliminary Drainage Study would be needed to determine the site's existing hydrologic conditions and determine the capacity of existing drainage facilities. Thus, the proposed Project may substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite. Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

c.iii) **Potentially significant impact.** There are no streams or rivers currently mapped within the Project site (USGS). As such, the Project would not alter an existing stream or river. However, the Project will have the potential to introduce pollutants during and after construction. Pursuant to the CGP, the Project would be required to implement an effective SWPPP for the control and minimization of non-stormwater runoff that could adversely affect downstream waterbodies during construction. Construction of the Project is not expected to be significantly different or unique than a typical construction site. As such, standard Best Management Practices (BMPs), such as gravel bags, silt fencing, and fiber rolls, are anticipated to be adequate for the Project. Post construction, implementation of the proposed Project would also introduce impervious surfaces throughout the Project site which may generate more onsite runoff that moves faster than the existing condition. A Drainage Study and project-specific Preliminary WQMP would be required to determine the site's existing hydrologic conditions, capacity of existing drainage facilities, and how the Project will need to treat water prior to leaving the site. Thus, the proposed Project may substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which may create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run. Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

c.iv) **Potentially significant impact**. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) (Panel No. 06065C2060H, effective August 18, 2014), the Project site is located in "Zone X – Other Flood Areas." These are defined as "areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by

levees from 1 percent annual chance flood." Nonetheless, the proposed Project may substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which may impede or redirect flood flows. Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

d) **Less than significant impact.** The Project site is located in "Zone X – Other Flood Areas" and is not located within a flood hazard zone (FEMA). A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity.

Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Because of the distance from the proposed project site to surrounding large water bodies and reservoirs, inundation due to seiche is unlikely. The Project is not located within an identified seiche zone.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor and can result in an increased wave height and a destructive wave surge into low-lying coastal areas. Because tsunamis occur in coastal areas and the project is located approximately 40 miles east of the Pacific Ocean, inundation due to tsunami is unlikely (GE). The Project is not located within an identified tsunami zone.

Furthermore, the Project site is not located within a tsunami or seiche zone and is not located within the Dam Inundation Area for the Lake Perris Dam. (GP SE, p. 17). As such, the Project would not be exposed to the release of pollutants due to project inundation from flood, tsunami, or seiche. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **Potentially significant impact.** As mentioned in *Threshold 6.10(a),* the Project may conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts may be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

6.11 Land Use and Planning	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

References: Project Description

Explanation of Checklist Answers

a) **No impact.** The Project site has a General Plan Land Use designation of Community Commercial and zoning designation of Commercial Community. The Project applicant proposes to amend the General Plan land use designation and change the zoning designation to LI. The proposed Project site is undeveloped and the surrounding parcels generally consist of a mixture of vacant land, industrial, and non-conforming residential uses. The Project does not include any new roadways or structures that would physically divide the existing community. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **Potentially significant impact.** The City of Perris GP identifies several policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. In addition, in 2022 the City adopted its Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. Inconsistency with one or more of the applicable policies would result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

6.12 Mineral Resources	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

References: GP DEIR, COR GP DEIR

Explanation of Checklist Answers

a) **No impact.** The GP DEIR notes that lands within the City is either designated Mineral Resource Zone Three (MRZ-3) or Mineral Resource Zone Four (MRZ-4), as defined by the California Department of Conservation. (GP DEIR, p. VI-28.) The proposed Project site is located within Mineral Resource Zone Three (MRZ-3), as classified by the State Mining and Geology Board (COR GP DEIR, Figure OS-6). Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of the deposit is unknown. (GP DEIR, VI-28.) Due to the existing developments in proximity to the Project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Thus, the Project is not anticipated to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **No impact.** No sites within the City of Perris have been designated as locally-important mineral resource recovery sites on any local plan (GP DEIR, p. VI-28). Therefore, **no impact** to the availability of a locally-important mineral resource recovery site would occur. No further evaluation of this topic is required in an ND, MND, or EIR.

6.13 Noise	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

References: ALUC-C, ALUC-D, GE

Explanation of Checklist Answers

a) **Potentially significant impact.** Construction and operation of the proposed Project would introduce new noise sources to the Project vicinity. The Project may generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts would be **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** During construction and operation activities, ground borne vibration may be experienced based on the equipment and methods employed. Thus, the Project may generate excessive groundborne vibration or groundborne noise levels. Therefore, impacts are **potentially significant**. This topic will be further analyzed and addressed in a forthcoming EIR.

c) **Less than significant impact.** As identified in *Threshold 6.9(e)* above, the proposed Project is located approximately 2.5 miles northwest of the Perris Valley Airport and Skydiving Center and approximately 11 miles southeast of MARB/IPA. As further identified in *Threshold 6.9(e)*, the Project site is located within the MARB/IPA ALUCP 55 dBA CNEL noise contour where potential noise impacts from MARB/IPA are considered moderate to low with concerns focused primarily on individual loud events. The southernmost offsite areas of the project consisting of roadway ROW are located beyond the 55 dBA CNEL noise contour where potential noise impacts from MARB/IPA are considered low with concerns focused primarily on occasional overflights that may be intrusive to some outdoor activities.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of

the airport environ that are exposed to significant levels of aircraft noise. The proposed Project use is not a noise sensitive land use. As such, the proposed Project would not expose people working in the Project area to excessive noise levels from aircraft operations.

Further, the Project was reviewed by ALUC and determined to be consistent with the MARB/IPA ALUCP on June 8, 2023 (ALUC-C). Due to a site plan change which placed the basin underground to provide more truck trailer parking subsequent to the June 2023 hearing, the site plan was reviewed again by ALUC staff pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan and was determined by the ALUC Director to be consistent on August 22, 2023 (ALUC-D). Both consistency determinations are included as Appendix C of this Initial Study. Thus, implementation of the Project would expose people residing or working in the project area to excessive noise levels. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.14 Population and Housing	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: COR GP DEIR-A, USCB, SCAG

Explanation of Checklist Answers

a) **Less than significant impact.** In 2021, the City's population was approximately 79,835 residents (DOF-A). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 116,700 by the year 2040 (SCAG, p.3). However, the proposed Project does not involve construction of any new homes and would not contribute to a direct increase in the City's population. The proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation. The Project is projected to create approximately 400 jobs[1]. (COR GP DEIR-A, p.3). However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the Project vicinity and that the Project would not attract a substantial number of new residents to the City.

Although the proposed Project would include extension of storm drain infrastructure, this would be constructed for the purposes of serving the proposed Project's needs and would not cause additional growth within the cities of Perris and Menifee. The Project's proposal to amend the General Plan land use designation and change the zoning designation to LI would not result in a substantial change in the number of people in the area. Thus, implementation of the proposed Project would not substantially introduce unplanned population growth in an area, either directly or indirectly. Thus, impacts to population growth within the City and Project vicinity would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **No impact.** The Project site is currently vacant. Hence, no housing units would be displaced as a result of Project construction. Thus, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

1. Based on employment projection factor of 1,030 employees per square foot. (412,348 sf / 1030 employees per square foot = 400 employees)

6.15 Public Services	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

References: GP SE, MC, GP DEIR, PESD, PUHSD

Explanation of Checklist Answers

a) **Less than significant impact.** The City provides fire protection by contract with the Riverside County Fire Department (RCFD). Under the RCFD, the City receives services from five (5) fire stations, which ensure adequate coverage and timely response to all parts of the City. (GP SE, p. 21). The fire stations closest to the Project site are: 1) Fire Station 101- City of Perris Battalion 1 located approximately 3.7 miles northwest from the Project site at 105 S. "F" Street; and 2) Fire Station 9 – Goodmeadow Battalion 1 located approximately 5.9 miles west from the Project site at 21565 Steele Road (GE, GP SE, p. 21). Due to its proximity to Fire Station 101, it is expected that this fire station would provide the first response to the proposed Project. However, Fire Station 9 could also potentially service the Project site. Perris Municipal Code (PMC) Section 19.68.020 – Development Impact Fees (DIF), establishes a developer impact fee to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. Thus compliance with PMC Section 19.68.020 through payment of DIF would offset potential impacts to the local fire department. Thus, implementation of the Project would not result in substantial physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities; the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **Less than significant impact.** The City provides police protection through a contract with the Riverside County Sheriff (GP SE, p. 10). The Perris police station is located at 137 North Perris Boulevard, approximately 3.9 miles northwest of the Project site. As stated in *Threshold 6.14(a),* PMC Section 19.68.020 – Development Impact Fees, establishes DIF to mitigate the cost of

public facilities to serve new development. As such, through compliance with PMC Section 19.68.020, payment of DIF would offset potential impacts to the local police department. Thus, the Project would not result in substantial physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities; the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **Less than significant impact.** The proposed Project site is located within the boundaries of the Perris Elementary School District and Perris Union High School District (PESD, PUHSD). The proposed Project would not directly create a source of school-aged children, as the Project does not include any residential land uses. It may indirectly affect schools by providing a source of employment that may draw new residents into the area. However, as stated in *Threshold 6.14(a)* above, it is anticipated that a majority of new jobs would be filled by workers who already reside in the area. Nonetheless, the Project would be required to comply with PMC Section 19.68.020 – Development Impact Fees, which requires the payment of appropriate developer impact fees, as required by state law, which shall be assessed and paid to each school district. Through compliance of PMC Section 19.68.020, payment of DIF would offset potential impacts to the local schools. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **Less than significant impact.** The proposed Project would not directly require the construction or expansion of public recreational facilities as it does not include new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. However, as mentioned in *Threshold 6.15(a)*, the Project would be required to comply with PMC Section 19.68.020 – Development Impact Fees, which requires the payment of appropriate developer impact fees to offset potential impacts to park facilities. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **Less than significant impact.** The proposed Project would not directly increase the demand for library or other public services because it does not include new residential uses. The City of Perris contracts with the Riverside County Public Library System to provide library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard, approximately 3.8 miles north of the proposed Project site (GE, GP DEIR, p. IV-107). As mentioned in *Threshold 6.15(a)* above, the Project would be required to comply with PMC Section 19.68.020 – Development Impact Fees, which requires the payment of appropriate developer impact fees that will be used to construct new library facilities or expand existing library facilities subsequent to increased demand. However, development of the proposed Project would not result in the construction of

new or expanded library facilities. The nearest emergency medical service available to the proposed Project area is the Riverside County Regional Medical Facility in Moreno Valley, approximately 11.5 miles north of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise (GP DEIR, p. IV-93). Hence, development of the proposed Project would not result in the construction of new or expanded medical facilities.

Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.16 Recreation	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would/does the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

References: PMC, Project Description

Explanation of Checklist Answers

a) **Less than significant impact.** The Project is the proposed development of a warehouse and does not include any residential component that could create a direct increase in the use of public recreational facilities. Although the proposed Project may indirectly affect public recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that individuals already residing in the Project vicinity would fill a majority of the jobs. Indirect impacts to park facilities will be offset through payment of Development Impact Fees (DIF) as identified required by PMC Section 19.68.020 – Development Impact Fees. Payment of DIF, that will be used to construct new recreational facilities or expand or replace existing recreational facilities subsequent to increase demand. Therefore, payment of DIF would reduce possible impacts to existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

b) **Less than significant impact.** Consistent with the Perris Municipal Code, Chapter 19.44 Industrial Zones, the Project includes outdoor employee amenities. Two outdoor patio areas are proposed: one patio area adjacent to the southwestern office and another patio area near the southeastern office area. Future tenants would provide indoor employee amenity areas. As such, the proposed Project would provide its own amenities but is not a use that would induce the construction or expansion of recreational facilities. The proposed Project may indirectly affect public recreational facilities by creating new jobs in the area which may draw new residents to the area, although it is anticipated that the majority of jobs will be filled by individuals already residing in the Project vicinity. However, incremental indirect impacts to park facilities would be offset via payment of applicable DIF outlined in PMC Section 19.68.020 - Development Impact Fees. Thus, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the Project would result in **less than significant impacts** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.17 Transportation	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

References: GP SE, Project Description

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the Project would introduce light industrial uses to a currently vacant site, which may increase traffic volumes in the surrounding roadways. Since Project-related impacts have not been fully quantified, the Project may conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project may result in a **potentially significant** impact. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** The Project would introduce light industrial land uses to a currently vacant site, which may increase traffic volumes in the surrounding roadways. Thus, the Project may conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b). Therefore, the Project may result in a **potentially significant** impact. This topic will be further analyzed and addressed in a forthcoming EIR.

c) **Less than significant impact.** No sharp curves or other hazardous traffic conditions currently exist within the Project vicinity or on the Project site since the site is vacant and undeveloped. The proposed Project would be required to comply with all applicable City development standards and policies for providing pedestrian walkways and applicable bike lanes (if required) so as not to conflict with vehicular circulation. The Project would also include the improvement of roadways, which include safety and operational improvements to ensure that geometric roadway designs comply with all intersection sight distance requirements and are designed for safety. Access points would be limited to Trumble and Ethanac Roads to ensure that access and circulation accommodates vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles. The passenger vehicle parking area within the Project site would be separated from the truck activity areas to ensure pedestrian safety.

Thus, the proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) and would not include incompatible uses. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **Less than significant impact.** The proposed Project would be required to comply with all applicable fire code and City Fire Department requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans would be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements. Thus, the Project would not result in result in inadequate emergency access because it would be required to comply with applicable fire codes. Thus, implementation of the proposed Project would not result in inadequate emergency access. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.18 Tribal Cultural Resources	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

References: GP CE, Project Description

Explanation of Checklist Answers:

a.i) **Potentially significant impact.** As discussed in *Threshold 6.5(a)*, the proposed Project site is located in an area with a low probability for cultural resources, including archaeological resources. Nonetheless, since the Project site is currently vacant and undeveloped, there is the potential for historic resources to be discovered during construction activities. Accordingly, a site-specific cultural resources survey will be conducted at the Project site to identify any potentially archeological resources that could potentially be impacted by development. Causing a substantial change in the significance of a historic resource may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

a.ii) **Potentially significant impact.** The City, as lead agency, is required to coordinate with Native American Tribes through the Assembly Bill 52 (AB52) consultation process and Senate Bill 18 (SB18) as a result of the General Plan Amendment. On January 31, 2023, the City of Perris notified local tribal governments in writing of the proposed Project pursuant to AB52 pertaining to tribal cultural resources consultation. On January 31, 2023, the City also sent notification to local tribes pursuant to SB18. As these processes have yet to be concluded, the tribal knowledge and significance of potential tribal cultural resources, if any, has yet been determined. Thus, the Project may cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature,

place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. Therefore, impacts may be **potentially significant**. This topic will be addressed in a forthcoming EIR.

6.19 Utilities and Service Systems	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

References: CAL-B, CAL-C, CAL-D, GP CE, Project Description, PVRWRF, USEPA, UWMP, WCSMP, WSCP

Explanation of Checklist Answers:

a) **Potentially significant impact.** The Project includes construction of an on-site network of water, sewer, storm drain, electric, and gas. Currently there are existing water lines, sewer lines, telecommunications, and electrical lines adjacent to the Project site in Ethanac, Sherman and Trumble Roads to which the Project will connect. Additionally, the Project would underground existing electrical facilities. As such, the Project would not result in significant impacts with respect to these facilities.

The Project site currently slopes down at an approximately one percent grade to the west. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope to the west towards Trumble Road. The Project site is located within the Romoland Master Drainage Plan (MDP) watershed area. There are no existing storm drain facilities adjacent to the Project site but the Project site is naturally tributary to MDP Line A-11.

Onsite runoff would be conveyed throughout the site via proposed curb and gutters and captured by a network of drainage inlets that convey captured flows towards underground storage chambers before being pumped to a proposed biotreatment device for water quality treatment. Treated stormwater would then gravity flow to a proposed storm drain line in Trumble

Road, that connects to City of Perris Line A (City Line A) in Illinois Avenue. City Line A connects to MDP Line A-11 which ultimately connects to MDP Line A.

Offsite flows tributary to the Project site, from east of Sherman Road, would be collected via proposed catch basins in Sherman Road and conveyed via storm drain to an underground storage chamber system on the west side of the Project site. Flows would then be pumped out of the storage system and confluence with the onsite flows in the proposed storm drain line in Trumble Road and continue from there, as described above.

The Project applicant would construct offsite drainage facilities traveling north of the Project site in Trumble Road to Illinois Avenue to connect to the existing Line A-11 (an existing 36-inch to 48-inch reinforced concrete pipe).

Hence, the Project applicant would construct onsite drainage improvements as well as offsite drainage improvements in Trumble Road north of the Project site to Illinois Avenue and along Illinois Avenue from Trumble Avenue to I-215 in order to connect to MDP Line A-11 and ultimately MDP Line A. The Project would be generally consistent with the Romoland MDP since flows will ultimately drain to MDP facility Line A. It is anticipated that construction of any off-site drainage facilities would occur within roadway ROW.

Further, it is anticipated that construction of any off-site drainage facilities would occur within roadway right-of-way (ROW). Nonetheless, there is potential that these offsite storm drain improvements may result in potentially significant impacts so this topic needs to be further analyzed. Thus, the Project would not result in impacts due to the relocation or construction of new or expanded water wastewater treatment, electric power, natural gas, telecommunications, or relocation of which could cause a significant environmental so impacts related to these facilities would be less than significant. However, the Project may result in **potential significant impacts** due to the relocation or construction of new or expanded storm water drainage which could cause a significant environmental effect. Therefore, this topic will be further analyzed and addressed in a forthcoming EIR.

b) **Less than significant impact.** The EMWD's 2020 Urban Water Management Plan (UWMP) includes a water system analysis, identifies improvements to correct existing deficiencies and serve projected future growth, and presents the estimated costs and phasing of the recommended improvements. As concluded in the UWMP, the EMWD anticipates that it will be able to meet projected demand for water within its service boundaries until at least the year 2045 during normal and dry weather years. Further, the EMWD supply portfolio has a high degree of reliability. The local groundwater basins are managed to protect them from overdraft, and the EMWD participates in programs to bank water in the groundwater basins in wet years so that it can be used in dry years. The EMWD's imported water is provided by the Metropolitan Water District of Southern California (MWD), which has made extensive investments in programs to increase the reliability of its supply. In its 2020 UWMP, the MWD has shown the ability to continue to meet demands through 2045, even during an extended drought. The EMWD would benefit from the MWD's storage and supply programs and also expects that it can meet demands through 2045 during normal and dry conditions. (UWMP, p. E-2). The UWMP also includes a Water Shortage Contingency Plan, which the EMWD is to implement in cases of future water deficiencies caused by limitations on supply or the EMWD's delivery system. At the time of long- or short-term drought conditions, or other emergencies, the EMWD would inform their customers of the need to conserve water and impose penalties for non-compliance with mandatory water use reductions. Compliance with mandatory water use reductions would

ensure that the EMWD has the ability to meet present and projected demand within its service area during dry years. (WSCP, p. 1).

Over 90 percent of the EMWD's customers are residential so a substantial portion of the EWWD's future year water demand forecasts are based on the population projections of SCAG, which rely on the adopted land use designations contained within the general plans that cover the geographic areas within the EMWD's service area. (WSCP, p. 1). The Project site has a General Plan Land Use designation of Community Commercial and zoning designation of Commercial Community. While the Project applicant proposes to amend the General Plan land use designation and change the zoning designation to LI, this would not result in increased population. Further, water demand for commercial land use is greater than the demand for industrial use (UWMP, p. 4-2). As such, the proposed GPA and zone change would actually result in less water demand than originally projected for the Project site. Thus, the EMWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

c) **Less than significant impact.** The EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) is the largest of its four wastewater treatment operating plants. The PVRWRF receives approximately 128 million gallons per day (mgd) of sewage. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural, sports fields, parks, and landscape customers. The facility has an ultimate capacity of 100 mgd. This facility allows the EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. The facility also includes two 300 kilowatt fuel cells powered by methane gas from three anaerobic sludge digesters. Those methane-gas powered fuel cells provide approximately 30 percent of the power needed to run the facility, significantly reducing the EMWD's reliance on the region's power grid and stabilizing future energy costs. In addition, the facility has a 1 megawatt (1,000 kilowatts) solar array that has reduced electrical energy needs for the plant. As such, this facility has the ability to meet the current and future demands of the region as well as help to meet the increasing demand for recycled water throughout the EMWD service area. (PVRWRF).

Based upon the EMWD's wastewater generation rate of 300 gallons per day (gpd) per acre for industrial light land uses, the proposed Project would generate approximately 6,000 gallons of wastewater per day (300 gpd per acre × 20 Project acres = 6,000 gpd). If the site were to be developed under the existing land use and zoning designations, the wastewater generation rate of 1,200 gpd per acre would result in approximately 24,000 gpd for the same site. (WCSMP, Table 4-4). As the site was planned for future uses that would generate a higher wastewater result that was already accounted for within PVRWRF's capacity, it can be concluded that this facility has sufficient capacity to serve the proposed Project. As such, the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand. Thus, the proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, impacts would be l**ess than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **Less than significant impact.** Trash, recycling, and green waste services within the City are provided by CR&R Waste Services. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 3 miles northwest of the Project site. At this facility, recyclable materials are separated from solid waste materials. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. (GP CE, p. 38). Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 5,000 tons per day (tpd) and remaining total capacity of 7,800,000 tons; or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd and remaining total capacity of 143,977,170 tons. (CAL-B; CAL-C).

Table C, Project Construction Waste identifies the Project's projected contribution to these landfills during construction.

Table C, Project Construction Waste

Proposed Land Use	Building Size (SF)	Generation Rate (lbs/SF)[1]	Total (Tons)[2]
Industrial	412,48	3.89	**802**
Disposal Facility	**Disposal Capacity (tons/year)[3]**	**Yearly Intake[4]**	**Proposed Project's Percent of Yearly Intake[5]**
Badlands	1,825,000	802	***0.04***
El Sobrante	5,859,710	802	***0.01***

Notes:
1. Source USEPA, p. 2-4.
2. 412,348SF x 3.89 = 1,604,034 lbs/sf. 1,604,034 lbs/sf x 0.0005 = 802.02 tons
3. Daily disposal capacity multiplied by 365 days per year.
4. Total tons multiplied by years of construction (1 year).
5. Yearly Intake / Disposal Capacity x 100

Based on the results from Table D above, the Project's contribution to either landfill during construction would be negligible.

Table D, Project Operational Waste identifies the Project's projected operational contribution to these landfills.

Table D, Project Operational Waste

Proposed Land Use	Projected Employees	Disposal Factor (Tons/Employee)[1]	Total (Tons/Year)
Industrial	400	1.23	***492***
Disposal Facility	**Disposal Capacity (tons/year)**	**Proposed Project's Percent of Yearly Intake**	
Badlands	1,825,000	***0.03***	
El Sobrante	5,859,710	***0.01***	

Notes
1. Source: CAL-D

Based on the results from Table D above, the Project's contribution to either landfill during operation would be negligible. The proposed Project's yearly tonnage contribution is only 0.03 percent of the yearly permitted intake rate for Badlands Landfill and 0.01 percent of the yearly permitted intake for El Sobrante. These percentages are based on all waste going to one landfill

or the other but resulting waste would likely be split between the two landfills, resulting in smaller total contributions. Thus, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **Less Than Significant Impact.** Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Waste Services to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan. The County of Riverside adopted its *Countywide Integrated Waste Management Plan* (CIWMP) in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each city in Riverside County. Thus, the proposed Project would be required to comply with all regulatory requirements regarding solid waste. Therefore, impacts would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

6.20 Wildfire	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

References: CALFIRE, GP SE

Explanation of Checklist Answers:

a-d) **No impact.** The Project site is not located within or near a SRA very high fire, high or moderate hazard severity zone and the Project site is generally flat with no steep slopes located onsite or adjacent to the affected lands that would exacerbate wildfire risk (i.e., from upslope winds). No other natural features are present onsite that would exacerbate wildfire risks. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

6.21 Mandatory Findings of Significance	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Does the project:				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

References: Initial Study Checklist

Explanation of Checklist Answers

a) **Potentially significant impact.** As discussed under *Thresholds 6.4* and Section *6.5* above, the Project may have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, the Project may result in **potentially significant impacts**. These topics will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** As demonstrated by the analysis in this IS, the Project would not result in any impacts that are individually limited, but cumulatively considerable with respect to aesthetics, agriculture and forestry resource, hazards and hazardous materials, mineral resources, population and housing, public services, recreation, and wildfires. The Project is not considered growth-inducing as defined by State CEQA Guidelines Section 15126.2(d) and would not induce, either directly or indirectly, population and/or housing growth. However, the Project may result in significant impacts related to air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use, noise, transportation and traffic, tribal cultural resources, and/or utilities and service systems. As such, the cumulative impacts related to these topics are **potentially significant** and will be further analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** The Project applicant proposes the construction and operation of a warehouse building, which may have a **potentially significant impacts** on human health. This topic will be further analyzed and addressed in a forthcoming EIR.

7.0 REFERENCES

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