NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
& PUBLIC SCOPING MEETING NOTICE
PERRIS AIRPORT LOGISTICS CENTER

Date: **October 20, 2023**

To: State Clearinghouse, Property Owners, Responsible and Trustee Agencies and Interested Parties

From: City of Perris Development Services Department| Planning Division
135 North "D" Street
Perris, CA 92570

Subject: Notice of Preparation (NOP) and Public Scoping Meeting Notice for the preparation of a Draft Environmental Impact Report for the Perris Airport Logistics Center - Development Plan Review DPR 22-00005.

Scoping **November 1, 2023 at 6:00 p.m.** (To be held in person)

Meeting: Perris City Council Chambers 101 N. D Street
Perris CA 92570

NOP Comment Period: October 20, 2023 through November 20, 2023

Project Title: Perris Airport Logistics Center

Project Applicant: CH Realty IX-MC I Riverside Perris Airport Center, L.P. a Delaware limited partnership
18032 Lemon Drive, Suite 367
Yorba Linda, CA 92886

Notice Of Preparation of a Draft Environmental Impact Report (Draft EIR):

The City of Perris (City) will be the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and will be responsible for the preparation of a Draft EIR for the proposed Perris Airport Logistics Center (Project). An Initial Study has been prepared and the City has determined that an EIR is required for the Project based on its potential to cause significant environmental effects (State CEQA Guidelines Sections 15060 and 15081). The City is requesting input from you or your agency or organization as to the scope and content of the environmental information that is relevant to your agency or organization's statutory responsibilities or interests in connection with the proposed Project.

This Notice of Preparation (NOP) identifies the Project applicant, contains a description of the proposed Project description including Project setting and location, and identifies the potential environmental effects of the proposed Project. A vicinity map is included in this NOP.

Due to time limits mandated by State law, your response must be received at the earliest possible date, **but not later than 30 days** after receipt of this NOP. The public comment period for this NOP begins on **October 20, 2023** and is set to close at 5:00 p.m. on **November 20, 2023**.

Please send written comments to Nathan Perez, Senior Planner, at the address shown above or via email to nperez@cityofperris.org. Please include the name and contact person of the agency or organization.

I. Project Information

A. Project Location and Setting

The Project Site is in the southern part of the City of Perris, in Riverside County. The Project Applicant is seeking approvals to develop two sites that total 87.69 gross (82.71 net) acres. The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net)-acres in size. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Subject Property: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of the Perris Valley Airport. The Project Site consists of undeveloped land with native vegetation and has a land use designation of Light Industrial and is zoned Light Industrial.

The Project Site was previously used as agricultural land, specifically row crops and orchards from at least the late 1930s to approximately the late 1960s. The current airplane landing strip, bisecting the central portion of the Project Site was first depicted in a 1985 aerial photograph; the remainder of the Project Site was depicted as being undeveloped. Significant changes were not observed between the 1980s and present day.

The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of Light Industrial and is zoned Light Industrial.

The Project Site is located within the Zone E – Other Airport Environs Airport Overlay Zone for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan per Title 19 of the Municipal Code. Prohibited uses in Zone E include agriculture, livestock operations or any activity that may attract birds and thereby present a hazard to the nearby airport. The Project Site is also within the airport influence area (AIA) of Perris Valley Airport. Due to its proximity to the Perris Valley Airport runway, the Project Site is within Compatibility Zones A through D. Zone B1 is most restrictive with regards to allowable uses and occupancy and Zone D is less restrictive.

Properties to the west are designated and zoned General Industrial, properties to the south and east are designated zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and are zoned Employment Plaza.

The Project Site consists of open, undeveloped land with low-lying vegetation, and does not contain any cultural, historical, or scenic aspects. The Project Site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan area. A 10.04-acre portion of the Project Site is located within MSHCP Criteria Area Cell 3377, Subunit 4, San Jacinto River Lower and is completely developed. A 3.74-acre offsite impact area extends into MSHCP Criteria Area 3276, Subunit 4 – San Jacinto River Lower. A disturbed agricultural drainage ditch bisects the offsite impact area and ultimately drains to Proposed Constrained Linkage 19 (San Jacinto River). The Project Site and offsite impact area occurs partially within a predetermined Survey Area for six MSHCP narrow endemic plant species. Existing elevations across the western portion of the site vary from 1425.5 to 1415.8 (NAVD88 datum). This western area currently slopes down at approximately 0.5% grade to the southeast, draining to an existing storm drain inlet in the Perris Valley Airport property. Existing elevations across the eastern portion of the Project Site vary from 1418.5 to 1413.5 (NAVD88 datum). The eastern area currently slopes down at approximately 0.3% grade to the southeast, draining to an existing ditch in Case Road. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope.

Drainages on Case and Ellis are Jurisdictional to CA Department of Fish & Wildlife and Regional Water Quality Control Board. The water courses around the Project Site have been identified by the Federal Emergency Management Agency (FEMA) as Zone AE. The Project Site is shown on FEMA Flood Insurance Rate Map (FIRM)

number 06065C1440H, effective December 2021. The proposed Project would be situated within Zone AE.

There are no hazardous materials concerns associated with adjacent properties based on visual observation from publicly accessible rights-of-way. Based on recent Google Earth imagery, existing land uses in the immediate vicinity of the Project Site appear to include: an apartment complex (northwest of Site 1); an open field (north of Site 1); a parking lot, building supply warehouse, and rock/stone supply yard (west of Site 1); the Perris Valley Airport parking lot and indoor skydiving facility (south of Site 1) the runway of the Perris Valley Airport ("Airport") (east of Site 1 / west of Site 2), a private airport primarily used for recreation-based flights; a trucking school, a single-family house that appears to be a business, and a recycling facility (north and northwest of Site 2); and open fields (south, southeast, and east of Site 2).

II. Project Description

The Project Applicant proposes to combine the three existing parcels into two via a parcel map in order to construct two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2.

A. Tentative Parcel Map (TPM) No. 38412

The proposed Project involves proposed TPM No. 38412 to combine the existing three parcel Project Site into two parcels. The existing APNs subject to the proposed changes are: 330-090-031, 330-090-033, 330-090-034, 330-090-036, 330-090-038, 330-090-040, 330-100-031.

B. Development Plan Review (DPR 22-00005) for the Industrial Warehouse Buildings

Site 1: Building 1 would have an approximately 28,500-square-foot office area, approximately 766,409 square feet of warehouse area, and 200 square feet would be a fire pump room. The building would have a maximum height of 50 feet. Building 1 would have 146 dock doors, 3 grade doors, and 290 trailer parking stalls. With regard to parking, Building 1 would provide approximately 8 accessible stalls, 271 standard stalls, 18 electric vehicle (EV) stalls (chargers), and 53 EV stalls (infrastructure) for a total of 350 stalls. Passenger vehicle parking would be located at the northwest corner of the Project Site along Ellis Avenue and Goetz Road. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 1 would also provide 20 bicycle parking locations.

Building 2 would have an approximately 6,500-square-foot office area and the remaining 65,461 square feet would be warehouse area. The building would have a maximum height of 45 feet. Building 2 would have approximately 10 ground level doors to serve standard delivery trucks. Building 2 would provide approximately 6 accessible stalls, 107 standard stalls, 6 electric vehicle (EV) stalls (chargers), and infrastructure for an additional 19 EV stalls for a total of 126 stalls. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 2 would also provide five bicycle parking locations.

Of the 59.82 net site acreage, the lot coverage would be 32.82% where a maximum of 50% is allowed, and the floor area ratio (FAR) would be .33. The landscaped area would cover 25.03% of the site, where a minimum of 15% is required. The truck court entries would be secured with an 8-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an 8-foot-high tube steel fence, painted black, see Figure 5, Elevations for elevations of the proposed buildings.

The buildings would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. Required indoor and outdoor employee amenities would also be provided.

Currently, there are no identified end users for the proposed Project. Intended occupants for the proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since end users are unknown, hours of operation and employee count will vary, but is assumed for planning purposes to operate 24/7. Office workers would likely have typical shifts of Monday through Friday, 8:00 AM to 5:00 PM, while warehouse staff could work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

- **Access, Circulation, and Parking.** Driveway 1 along Goetz Road would have a right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue has a right-in/right-out access for trucks and passenger cars to the truck/trailer lot. A total of 476 auto spaces are provided for Site 1. Street improvements would be required along Goetz Road and Ellis Avenue, which would connect to the recent City-improved intersection at Goetz Road.
- **Truck Routes.** According to the City of Perris Truck Route map, truck access from the I-215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Directional signage would be provided onsite to direct drivers accordingly. Trucks would exit the warehouse facility with a right (northerly) turn from either Driveway 2 along Goetz Road or with a right (easterly) turn from Driveway 4 along Ellis Avenue, then a right (southerly) turn onto Case Road to the interchange with I-215.
- **Landscaping, Walls/Fences, and Lighting.** Landscaping would be provided along the entire site perimeter of the warehouses. Onsite exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. The City recently improved Goetz Road to the ultimate curb-to-curb width per the General Plan street designation of a 128' right-of-way arterial section. The proposed Project would be required to improve the 17-foot-wide parkway section within the proposed Project's frontage with sidewalk and landscaping.
- **Utilities.** The proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouses. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

  Dry Utilities

  Electrical energy to the City is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). Natural gas is provided to the City by Southern California Gas Company. Although the proposed Project would require natural gas for building heating, the proposed Project would comply with the most up to date Title 24 building energy efficiency standards. The City is served by various telecommunication companies. The onsite utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

  Domestic Water, Recycled Water and Sewer

  Domestic water supply and sewer service to the Project Site is split between the Perris Utility Agency and the Eastern Municipal Water District (EMWD). The EMWD would provide water and sewer services to Project Site subject to its proposed annexation into the EMWD service area for both sewer and water services. The EMWD has an existing sewer main line located within Case Road adjacent to

Site 2 and existing water lines located at the intersection of Goetz Road and Mountain Avenue.

The proposed Project would include construction of a private sewer line that would convey flows from the buildings on Site 1 to EMWD's existing sewer main within Case Road. The private sewer line would be constructed within existing utility easements that cross the Perris Valley Airport runway and through Site 2, where it connects to the existing EMWD sewer main in Case Road. The private sewer line would require a private lift station on Site 1 with a private 4-inch force main to Case Road, where the existing EMWD sewer would be upsized to accept the proposed Project's sewer flows.

A 12-inch City of Perris domestic waterline exists within Goetz Road. However, with the proposed annexation into the EMWD service area, the proposed Project would include the construction of a separate EMWD domestic waterline within Goetz Road and Ellis Avenue. The new domestic water line would connect the existing 12-inch EMWD line at the intersection of Goetz Road and Mountain Avenue to an existing 12-inch EMWD waterline at the intersection of Ellis Avenue and Case Road.

Upon annexation into the EMWD's service area, the Project Site would be subject to the EMWD's recycled water requirements. As a result, the proposed Project Applicant would be required to construct an 8-inch recycled waterline within the proposed Project frontage along Goetz Road and Ellis Avenue. Recycled water would be utilized for the irrigation of public and private landscape areas associated with the proposed Project.

Storm Water

The proposed facility finished floor elevation would be elevated above the FEMA's base flood elevation and the Project would require a Conditional Letter of Map Revision/Letter of Map Revision (CLOMR/LOMR).

The existing storm drain facilities within Goetz Road intercept and treat any runoff trying to encroach on the Project Site. Mini gravel "basin" storm drain facilities would be constructed with Ellis Avenue roadway improvements along the northerly property line. Storm water on site would be captured through a series of catch basins and inlets located through the Project Site. Captured flows are then directed towards one of two proposed treatment areas. A portion of the site (DMA W1) would be treated by a proposed bioretention basin. The remainder of the onsite area (DMA W2) would be directed towards underground chambers that are sized to hold the water quality storm volume.

C. Conditional Use Permit (CUP) (Case No. CUP23-05107)

The Project Applicant is requesting a Conditional Use Permit to allow for the proposed trailer storage lot.

Site 2: The trailer storage lot would include one 100-square-foot guard house with two automobile parking stalls. The balance of Site 2 would include 291 trailer stalls and 20 tractor stalls. The eastern perimeter of the site visible from Ellis Avenue and Case Road would be screened with a landscaped berm and a painted concrete screen wall. The landscape area provided on Site 2 would be 38.82% where 15% is required. The western and southern perimeter of Site 2 would be secured with an 8-foot-high tube steel fence, painted black.

- **Access, Circulation, and Parking.** Site 2 includes 291 trailer parking stalls and 20 tractor stalls as well as two automobile stalls for guard shack usage. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Street improvements along Ellis Avenue as part of the proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with IDI North Project.

- **Truck Routes.** According to the City of Perris Truck Route map, truck access from the I-215 freeway to Site 2 would be from the Case Road interchange north to the driveway along Case Road. Directional signage would be provided onsite to direct drivers accordingly. Trucks would exit the trailer yard with a right (southerly) turn onto Case Road to the interchange with I-215. Trucks could also access Site 2 from local locations to the north of Site 2.
- **Landscaping, Walls/Fences, and Lighting.** A 14-foot-high concrete painted screen wall would be provided on the northern edge of the trailer yard visible from Ellis Avenue. An 8-foot-high tube steel fence, painted black, would be provided along the westerly and southerly interior property lines shared with Perris Valley Airport. Onsite lighting would also be provided throughout the Project Site as required for security and wayfinding. The proposed Project would improve the landscape setback along Site 2's Case Road frontage with a 4-foot-high vinyl split rail fence, a 14-foot-wide Class I shared use path, a 15-foot-wide landscaped slope, a 14-foot-wide and 6-foot-high earthen berm abutting a 14-foot-high concrete painted screen wall.
- **Utilities.** The proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed guard shack. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

  Dry Utilities

  See Site 1, Dry Utilities section, above.

  Domestic Water, Recycled Water and Sewer

  See Site 1, Domestic Water, Recycled Water, and Sewer section, above.

  Additionally, the stretch of the sewer line traversing Site 2 would provide a private sewer connection for the proposed guard shack.

  Storm Water

  All on-site flows generated on Site 2 would be collected by a proposed bioretention basin which would treat the runoff for water quality level storm events and discharge high level storm events, with the help of a lift station, at the existing rate towards the future storm drain channel along Case Road.

III. Required Entitlements / Approvals

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris, as the Lead Agency, is charged with the responsibility of deciding whether to approve the Project. The following approvals and permits are required from the City of Perris to implement the project:

- Certification of an EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- Tentative Parcel Map (TPM No. 38412)
- Development Plan Review (DPR 22-00005) for the two proposed warehouses (Building 1: 795,109 square feet and Building 2: 49,961 square feet)
- Conditional Use Permit (CUP 23-05107) for the proposed trailer storage lot

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

- A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- Review by the Riverside County Airport Land Use Commission (ALUC) for a determination of consistency with the Perris Valley Airport Land Use Compatibility Plan (ALUCP). The ALUCP was adopted by the ALUC in 2011 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies adopted in 2004. ALUC issues a determination of consistency if a project does not have compatibility issues with an airport as per the ALUCP.
- The Proposed Project is subject to potential height restrictions by the Federal Aviation Administration (FAA). The FAA is required under 14 Code of Federal Regulations (CFR) Part 77 to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation;
- Compliance with the South Coast Air Quality Management District Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Joint Project Review from the Regional Conservation Agency
- Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) issued by FEMA
- Approval of Water Supply Assessment and water and sewer improvement plans by the EMWD. Currently the site is split between the Perris Utility Agency and the EMWD for sewer and water service. The EMWD would provide water and sewer services to Project Site subject to its proposed annexation into the EMWD service area for both sewer and water services.

IV. Probable Environmental Effects of the Project

The Draft EIR for the proposed Project will contain a detailed Project Description, a description of the existing environmental setting of the Project Site and surrounding area, analysis of Project-specific environmental impacts, analysis of cumulative impacts, identification of additional project-specific mitigation measures required to reduce potentially significant impacts, and an analysis of alternatives to the Project that could reduce one or more of the potentially significant impacts of the Project.

The City has prepared an Initial Study and determined that an EIR is required for the proposed Project based on its potential to cause significant environmental effects. The Initial Study found that the following environmental topics would result in less than significant environmental impacts and therefore will not be further analyzed in the Draft EIR:

Agriculture and Forestry Resources	Public Services
Mineral Resources	Recreation[1]
Population and Housing	Wildfire

[1] The Proposed Project involves the development of recreational amenities for Project employees. The impacts associated with the development of the Proposed Project, including the employee recreational amenities, will be evaluated in the Draft EIR for the various environmental topics identified herein. Impacts to recreation will not be evaluated as a separate topic in the Draft EIR.

The following environmental topics will be analyzed in the Draft EIR:

Aesthetics	Geology and Soils
Air Quality	Greenhouse Gas Emissions
Biological Resources	Hazards and Hazardous Materials
Cultural Resources	Hydrology and Water Quality
Energy	Land Use and Planning
Noise	Utilities and Service Systems
Transportation	Mandatory Findings of Significance
Tribal Cultural Resources	

V. Public Meeting

As identified previously, the City of Perris will conduct a Draft EIR scoping meeting with the City of Perris Planning Commission on:

November 1, 2023 at 6:00 p.m.

Perris City Council Chambers:

101 N. D Street

Perris CA 92570.

At the meeting, the City will provide background information on environmental impact reports, provide a brief overview of the Project, and will solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. Issues identified during the scoping meeting will be addressed in the Draft EIR (as appropriate).

VI. Response to This Notice of Preparation

The Notice, as well as an Initial Study, is available for review on the City's website at:

https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review

Copies of the NOP and Initial Study are available for review at the Downtown Library and at the Development Services Department located at 135 N. D Street, Perris, CA 92570.

Please provide written comments no later than 30 days from the receipt of this NOP. According to Section 15082(b) of the State CEQA Guidelines, your comments should address the scope and content of environmental information related to your agency's area of statutory responsibility. More specifically, your response should identify the significant environmental issues and reasonable alternatives and mitigation measures that you or your agency will need to have explored in the Draft EIR; and, whether your agency will be a responsible agency or a trustee agency, as defined by CEQA Code Sections 15381 and 15386, respectively. Please return all comments to the following address or email:

Nathan Perez, Senior Planner

City of Perris Planning Division

135 N. D Street

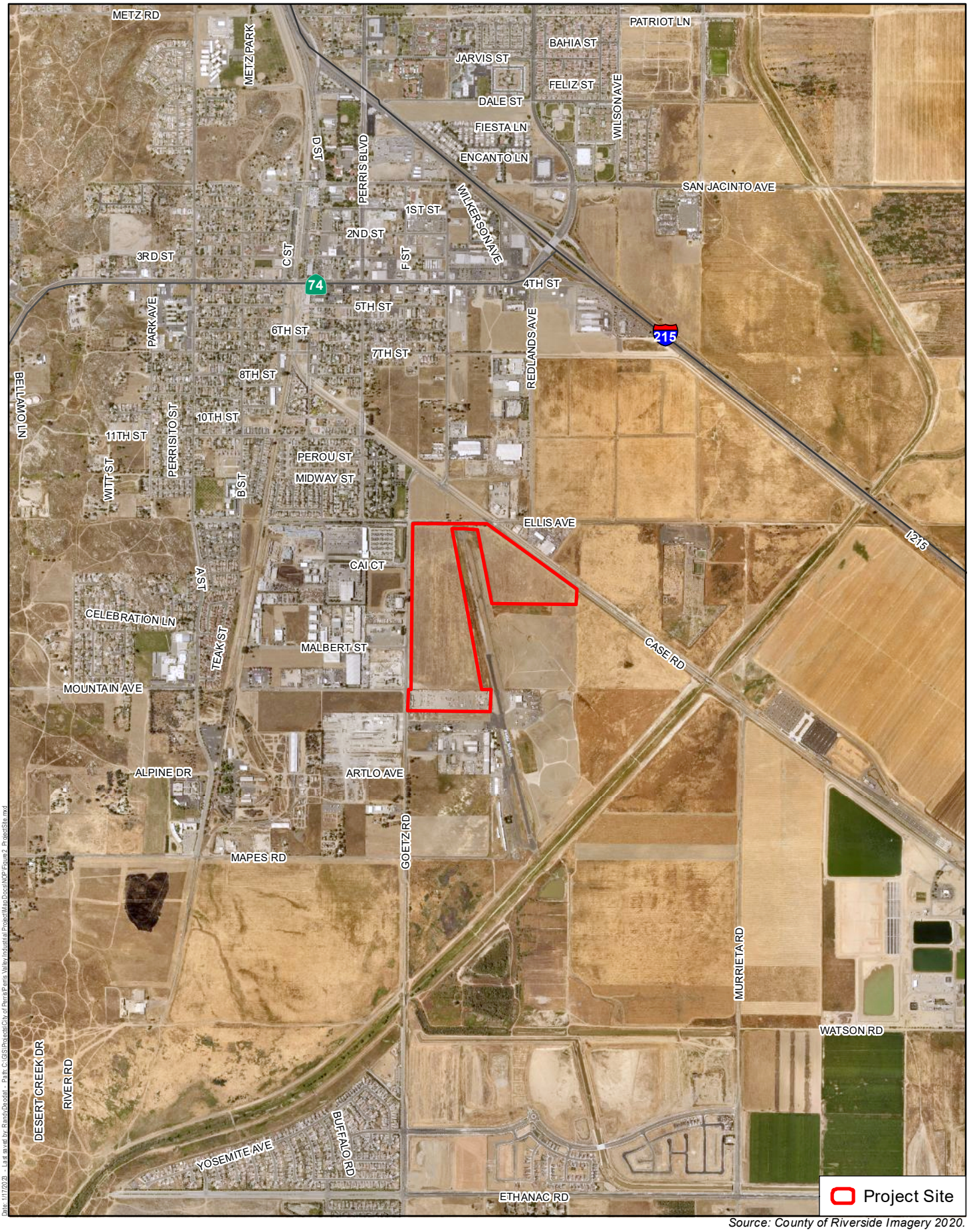
Perris, CA 92570

Email: nperez@cityofperris.org

Signature: _____ 10-11-23

Nathan Perez, Senior Planner

The City of Perris appreciates your attention to this Notice of Preparation.



Source: County of Riverside Imagery 2020.

Harris & Associates

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Feet

Vicinity Map

Perris Airport Industrial Project

INITIAL STUDY

Perris Airport Logistics Center

PLN 22-05046, DPR 22-00005, CUP 23-05107

Lead Agency

City of Perris

101 N. D Street

Perris, CA 92570

Contact: Nathan Perez, Senior Planner

Prepared by

Harris & Associates

101 Progress, Suite 250

Irvine, CA 92618

Contact: William Halligan, Senior Director/ Sr. Environmental Counsel

October 6, 2023

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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

Acronym	Definition
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping Management Program
FT	feet
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

Acronym	Definition
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
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 Perris Airport Logistics Center (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 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 agriculture, 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:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- 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	Perris Airport Logistics Center Case No.'s: DPR 22-00005, PLN 22-05046, CUP 23-05107
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 Project Site is comprised of seven parcels that total 87.69 gross (82.71 net) acres in size. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Project Site: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of the Perris Valley Airport. See **Figure 1, Regional Location, Figure 2, Project Location and Vicinity,** and **Figure 3, Aerial Photograph**, respectively.
Project Sponsor's Name and Address	CH Realty IX-MC I Riverside Perris Airport Center, L.P. a Delaware limited partnership 18032 Lemon Drive, Suite 367 Yorba Linda, CA 92886
General Plan and Zoning Designation	The Project site has a General Plan Land Use designation of Light Industrial and zoning designation of Light Industrial.
Airport Compatibility Zone	The Project Site is within the airport influence area (AIA) of March Air Reserve Base/Inland Port Airport (MARB/IPA) and Perris Valley Airport. The Project Site is located within the Zone E – Other Airport Environs Airport Overlay Zone for the MARB/IPA Airport Land Use Compatibility Plan. Due to its proximity to the Perris Valley Airport runway, the Project Site is within Compatibility Zones A through D of the Perris Valley Airport Land Use Compatibility Plan.
Project Description	The Project Applicant proposes to combine the three parcels into two via a parcel map in order to construct two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a100-square-foot guard shack on Site 2. See **Figure 4, Site Plan** and **Figure 5, Elevations**, respectively.

Surrounding Land Uses and Setting	Site 1: ▪ **North:** an apartment complex northwest of Site 1 and an open field directly north. ▪ **East:** the runway of Perris Valley Airport, a private airport primarily used for recreation-based flights. ▪ **South:** Perris Valley Airport parking lot and indoor skydiving facility**.** ▪ **West:** Goetz Road. Site 2: ▪ **North:** a trucking school, a single-family house that appears to be a business, and a recycling facility. ▪ **East:** open fields. ▪ **South:** open fields. ▪ **West:** the runway of Perris Valley Airport, a private airport primarily used for recreation-based flights.
Other Public Agencies Whose Approval is Required	▪ Regional Water Quality Control Board ▪ Riverside County Airport Land Use Commission ▪ Federal Aviation Administration ▪ South Coast Air Quality Management District ▪ Regional Conservation Agency ▪ Federal Emergency Management Agency ▪ Eastern Municipal Water District

3.0 ENVIRONMENTAL SETTING

3.1 Project Location

The Project Site is in the southern part of the City of Perris, in Riverside County. The Project Applicant is seeking approvals to develop two sites that total 87.69 gross (82.71 net) acres. The west site (Site 1 – 59.85 net acres) would be developed with two industrial warehouse/distribution buildings with associated landscaping and parking for autos and trailers. Building 1 would have a total floor area of approximately 795,109 square feet and Building 2 would have a total floor area of approximately 71,961 square feet. The east site (Site 2 – 22.86 net acres) would be developed with a trailer parking/storage lot with a 100-square-foot guard shack.

The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net) acres in size. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Subject Property: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of the Perris Valley Airport. The Project Site consists of undeveloped land with native vegetation.

3.2 Existing Setting

The Project Site consists of open, undeveloped land with low-lying vegetation, and does not contain any cultural, historical, or scenic aspects. The Project Site was previously used as agricultural land, specifically row crops and orchards from at least the late 1930s to approximately the late 1960s. The current airplane landing strip, bisecting the central portion of the Project Site was first depicted in a 1985 aerial photograph; the remainder of the Project Site was depicted as being undeveloped. Significant changes were not observed between the 1980s and present day.

The Project Site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan area. A 10.04-acre portion of the Project Site is located within MSHCP Criteria Area Cell 3377, Subunit 4, San Jacinto River Lower and is completely developed. A 3.74-acre offsite impact area extends into MSHCP Criteria Area 3276, Subunit 4 – San Jacinto River Lower. A disturbed agricultural drainage ditch bisects the offsite impact area and ultimately drains to Proposed Constrained Linkage 19 (San Jacinto River). The Project Site and offsite impact area occurs partially within a predetermined Survey Area for six MSHCP narrow endemic plant species. Existing elevations across the western portion of the site vary from 1425.5 to 1415.8 (NAVD88 datum). This western area currently slopes down at approximately 0.5% grade to the southeast, draining to an existing storm drain inlet in the Perris Valley Airport property. Existing elevations across the eastern portion of the Project Site vary from 1418.5 to 1413.5 (NAVD88 datum). The eastern area currently slopes down at approximately 0.3% grade to the southeast, draining to an existing ditch in Case Road. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope.

Drainages on Case and Ellis are Jurisdictional to CA Department of Fish & Wildlife and Regional Water Quality Control Board. The water courses around the Project Site have been identified by the Federal Emergency Management Agency (FEMA) as Zone AE. The Project Site is shown on FEMA Flood Insurance Rate Map (FIRM) number 06065C1440H, effective December 2021.

There are no hazardous materials concerns associated with adjacent properties based on visual observation from publicly accessible rights-of-way. Based on recent Google Earth imagery, existing land uses in the immediate vicinity of the Project Site appear to include: an apartment complex (northwest of Site 1); an open field (north of Site 1); a parking lot, building supply warehouse, and rock/stone supply yard (west of Site 1); the Perris Valley Airport parking lot and indoor skydiving facility (south of Site 1) the runway of the Perris Valley Airport (east of Site 1 / west of Site 2), a private airport primarily used for recreation-based flights; a trucking school, a single-family house that appears to be a business, and a recycling facility (north and northwest of Site 2); and open fields (south, southeast, and east of Site 2).

3.3 Existing General Plan Land Use and Zoning Designation

The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of Light Industrial and is zoned Light Industrial.

3.4 Surrounding Land Uses and Zoning Designations

Properties to the west are designated and zoned General Industrial, properties to the south and east are designated and zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and zoned Employment Plaza.

3.5 Airport Land Use

The Project Site is located within the Zone E – Other Airport Environs Airport Overlay Zone for the March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Land Use Compatibility Plan per Title 19 of the Municipal Code. Prohibited uses in Zone E include agriculture, livestock operations or any activity that may attract birds and thereby present a hazard to the nearby airport.

The Project Site is within the airport influence area (AIA) of Perris Valley Airport. Due to its proximity to the Perris Valley Airport runway, the Project Site is within Compatibility Zones A through D. The warehouses, truck yard, employee parking, and retention basins are specifically in Zones B1 through D. Warehouses and truck yards are permitted in Zones B1 through D. Zone B1 is most restrictive with regards to allowable uses and occupancy; Zone D is less restrictive.

4.0 PROJECT DESCRIPTION

4.1 Land Use Applications

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

- Tentative Parcel Map (TPM) No. 38412 to combine the existing three parcel Project Site into two parcels. The existing APNs subject to the proposed changes are: 330-090-031, 330-090-033, 330-090-034, 330-090-036, 330-090-038, 330-090-040, 330-100-031.
- Development Plan Review (DPR 22-00005) for the proposed industrial warehouse buildings.
- Conditional Use Permit (CUP 23-05107) to allow for the proposed trailer storage lot.

4.2 Proposed Project

The Project Applicant proposes to combine the three existing parcels into two via a parcel map in order to construct two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2.

4.2.1 Site 1

Building 1 would have an approximately 28,500-square-foot office area, approximately 766,409 square feet of warehouse area, and 200 square feet would be a fire pump room. The building would have a maximum height of 50 feet. Building 1 would have 146 dock doors, 3 grade doors and 290 trailer parking stalls. With regard to parking, Building 1 would provide approximately 8 accessible stalls, 271 standard stalls, 18 electric vehicle (EV) stalls (chargers), and 53 EV stalls (infrastructure) for a total of 350 stalls. Passenger vehicle parking would be located at the northwest corner of the Project Site along Ellis Avenue

and Goetz Road. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 1 would also provide 20 bicycle parking locations.

Building 2 would have an approximately 6,500-square-foot office area and the remaining 65,461 square feet would be warehouse area. The building would have a maximum height of 45 feet. Building 2 would have approximately 10 ground level doors to serve standard delivery trucks. Building 2 would provide approximately 6 accessible stalls, 107 standard stalls, 6 electric vehicle (EV) stalls (chargers), and infrastructure for an additional 19 EV stalls for a total of 126 stalls. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 2 would also provide five bicycle parking locations.

Of the 59.82 net site acreage, the lot coverage would be 32.82% where a maximum of 50% is allowed, and the floor area ratio (FAR) would be .33. The landscaped area would cover 25.03% of the site, where a minimum of 15% is required. The truck court entries would be secured with an 8-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an 8-foot-high tube steel fence, painted black, see Figure 5, Elevations for elevations of the Project Site.

The buildings would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. Required indoor and outdoor employee amenities would also be provided.

Currently, there are no identified end users for the proposed Project. Intended occupants for the proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since end users are unknown, hours of operation and employee count will vary, but is assumed for planning purposes to operate 24/7. Office workers would likely have typical shifts of Monday through Friday, 8:00 AM to 5:00 PM, while warehouse staff could work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

4.2.1.1. Access, Circulation, and Parking

Driveway 1 along Goetz Road would have a right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue would have right-in/right-out access for trucks to the truck/trailer lot. A total of 477 auto spaces are provided for Site 1. Street improvements would be required along Goetz Road and Ellis Avenue, which would connect to the recent City-improved intersection at Goetz Road.

4.2.1.2. Truck Routes

According to the City of Perris Truck Route map, truck access from the I-215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Directional signage would be provided onsite to direct drivers accordingly. Trucks would exit the

warehouse facility with a right (northerly) turn from either Driveway 2 along Goetz Road or with a right (easterly) turn from Driveway 4 along Ellis Avenue, then a right (southerly) turn onto Case Road to the interchange with I-215.

4.2.1.3. Landscaping, Walls/Fences, and Lighting

Landscaping would be provided along the entire site perimeter of the warehouses. Onsite exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. The City recently improved Goetz Road to the ultimate curb-to-curb width per the General Plan street designation of a 128' right-of-way arterial section. The proposed Project would be required to improve the 17-foot-wide parkway section within the proposed Project's frontage with sidewalk and landscaping.

4.2.1.4. Utilities

The proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouses. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

Dry Utilities

Electrical energy to the City is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). Natural gas is provided to the City by Southern California Gas Company. Although the proposed Project would require natural gas for building heating, the proposed Project would comply with the most up to date Title 24 building energy efficiency standards. The City is served by various telecommunication companies. The onsite utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

Domestic Water, Recycled Water and Sewer

Domestic water supply and sewer service to the Project Site is split between the Perris Utility Agency and the Eastern Municipal Water District (EMWD). The EMWD would provide water and sewer services to Project Site subject to its proposed annexation into the EMWD service area for both sewer and water services. The EMWD has an existing sewer main line located within Case Road adjacent to Site 2 and existing water lines located at the intersection of Goetz Road and Mountain Avenue.

The proposed Project would include construction of a private sewer line that would convey flows from the buildings on Site 1 to the EMWD's existing sewer main within Case Road. The private sewer line would be constructed within existing utility easements that cross the Perris Valley Airport runway and through Site 2, where it connects to the existing EMWD sewer main in Case Road. The private sewer line would require a private lift station on Site 1 with a private 4" force main to Case Road, where the existing EMWD sewer would be upsized to accept the proposed Project's sewer flows.

A 12-inch City of Perris domestic waterline exists within Goetz Road. However, with the proposed annexation into the EMWD service area, the proposed Project would include the construction of a separate EMWD domestic waterline within Goetz Road and Ellis Avenue. The new domestic water line

would connect the existing 12-inch EMWD line at the intersection of Goetz Road and Mountain Avenue to an existing 12-inch EMWD waterline at the intersection of Ellis Avenue and Case Road.

Upon annexation into the EMWD's service area, the Project Site would be subject to the EMWD's recycled water requirements. As a result, the Project Applicant would be required to construct an 8-inch recycled waterline within the proposed Project frontage along Goetz Road and Ellis Avenue. Recycled water would be utilized for the irrigation of public and private landscape areas associated with the proposed Project.

Storm Water

The proposed facility finished floor elevation would be elevated above the FEMA's base flood elevation and the Project would require a Conditional Letter of Map Revision/Letter of Map Revision (CLOMR/LOMR).

The existing storm drain facilities within Goetz Road intercept and treat any runoff trying to encroach on the Project Site. Mini gravel "basin" storm drain facilities would be constructed with Ellis Avenue roadway improvements along the northerly property line. Storm water on site would be captured through a series of catch basins and inlets located through the Project Site. Captured flows are then directed towards one of two proposed treatment areas. A portion of the site (DMA W1) would be treated by a proposed bioretention basin. The remainder of the onsite area (DMA W2) would be directed towards underground chambers that are sized to hold the water quality storm volume.

4.2.2 Site 2

The trailer storage lot would include one 100-square-foot guard house with two automobile parking stalls. The balance of Site 2 would include 291 trailer stalls and 20 tractor stalls. The eastern perimeter of the site visible from Ellis Avenue and Case Road would be screened with a landscaped berm and a painted concrete screen wall. The landscape area provided on Site 2 would be 38.82% where 15% is required. The western and southern perimeter of Site 2 would be secured with an 8-foot-high tube steel fence, painted black.

4.2.2.1. Access, Circulation, and Parking.

Site 2 includes 291 trailer parking stalls and 20 tractor stalls as well as two automobile stalls for guard shack usage. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. (see Figure 4, Site Plan). Street improvements along Ellis Avenue as part of the proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with IDI North Project.

4.2.2.2. Truck Routes

According to the City of Perris Truck Route map, truck access from the I-215 freeway to Site 2 would be from the Case Road interchange north to the driveway along Case Road see Figure 6, Truck Routes. Directional signage would be provided onsite to direct drivers accordingly. Trucks would exit the trailer yard with a right (southerly) turn onto Case Road to the interchange with I-215. Trucks could also access Site 2 from local locations to the north of Site 2.

4.2.2.3. Landscaping, Walls/Fences, and Lighting

A 14-foot-high concrete painted screen wall would be provided on the northern edge of the trailer yard visible from Ellis Avenue. An 8-foot-high tube steel fence, painted black, would be provided along the westerly and southerly interior property lines shared with the Perris Valley Airport. Onsite lighting would also be provided throughout the Project Site as required for security and wayfinding. The proposed Project would improve the landscape setback along Site 2's Case Road frontage with a 4-foot-high vinyl split rail fence, a 14-foot-wide Class I shared use path, a 15-foot-wide landscaped slope, a 14-foot-wide and 6-foot-high earthen berm abutting a 14-foot-high concrete painted screen wall.

4.2.2.4. Utilities

The proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed guard shack. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

Dry Utilities

See Site 1, Dry Utilities section, above.

Domestic Water, Recycled Water and Sewer

See Site 1, Domestic Water, Recycled Water, and Sewer section, above.

Additionally, the stretch of the sewer line traversing Site 2 would provide a private sewer connection for the proposed guard shack.

Storm Water

All on-site flows generated on Site 2 would be collected by a proposed bioretention basin which would treat the runoff for water quality level storm events and discharge high level storm events, with the help of a lift station, at the existing rate towards the future storm drain channel along Case Road.

4.3 Construction and Site Preparation

Project Site construction would involve grading and earthwork within the site boundaries to accommodate the proposed structures, infrastructure, appurtenances, and associated parking areas. 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 occur in two phases. Construction is anticipated to be completed in December 2025. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the State CEQA Guidelines.

4.4 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;
- **Tentative Parcel Map** (TPM No. 38412)
- **Development Plan Review** (DPR 22-00005) for the two proposed warehouses (Building 1: 795,109 SF and Building 2: 49,961 SF)
- **Conditional Use Permit** (CUP 23-05107) for the proposed trailer storage lot

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:

- A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- Review by the Riverside County Airport Land Use Commission (ALUC) for a determination of consistency with the Perris Valley Airport Land Use Compatibility Plan (ALUCP). The ALUCP was adopted by the ALUC in 2011 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies adopted in 2004. The ALUC issues a determination of consistency if a project does not have compatibility issues with an airport as per the ALUCP.
- The proposed Project is subject to potential height restrictions by the Federal Aviation Administration (FAA). The FAA is required under 14 Code of Federal Regulations (CFR) Part 77 to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation;
- Compliance with the South Coast Air Quality Management District Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Joint Project Review from the Regional Conservation Agency
- Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) issued by FEMA

- Approval of Water Supply Assessment and water and sewer improvement plans by the Eastern Municipal Water District. Currently the site is split between the Perris Utility Agency and the EMWD for sewer and water service. The EMWD would provide water and sewer services to Project Site subject to its proposed annexation into the EMWD service area for both sewer and water services. The EMWD has an existing sewer facility located in Case Road adjacent to Site 2, and water located at the intersection of Goetz & Mountain as well as Case & Ellis; and Permits or associated approval by other utility agencies as necessary, for installation of new utility infrastructure or connections to existing facilities.

Source: ESRI 2021.

Harris & Associates

N

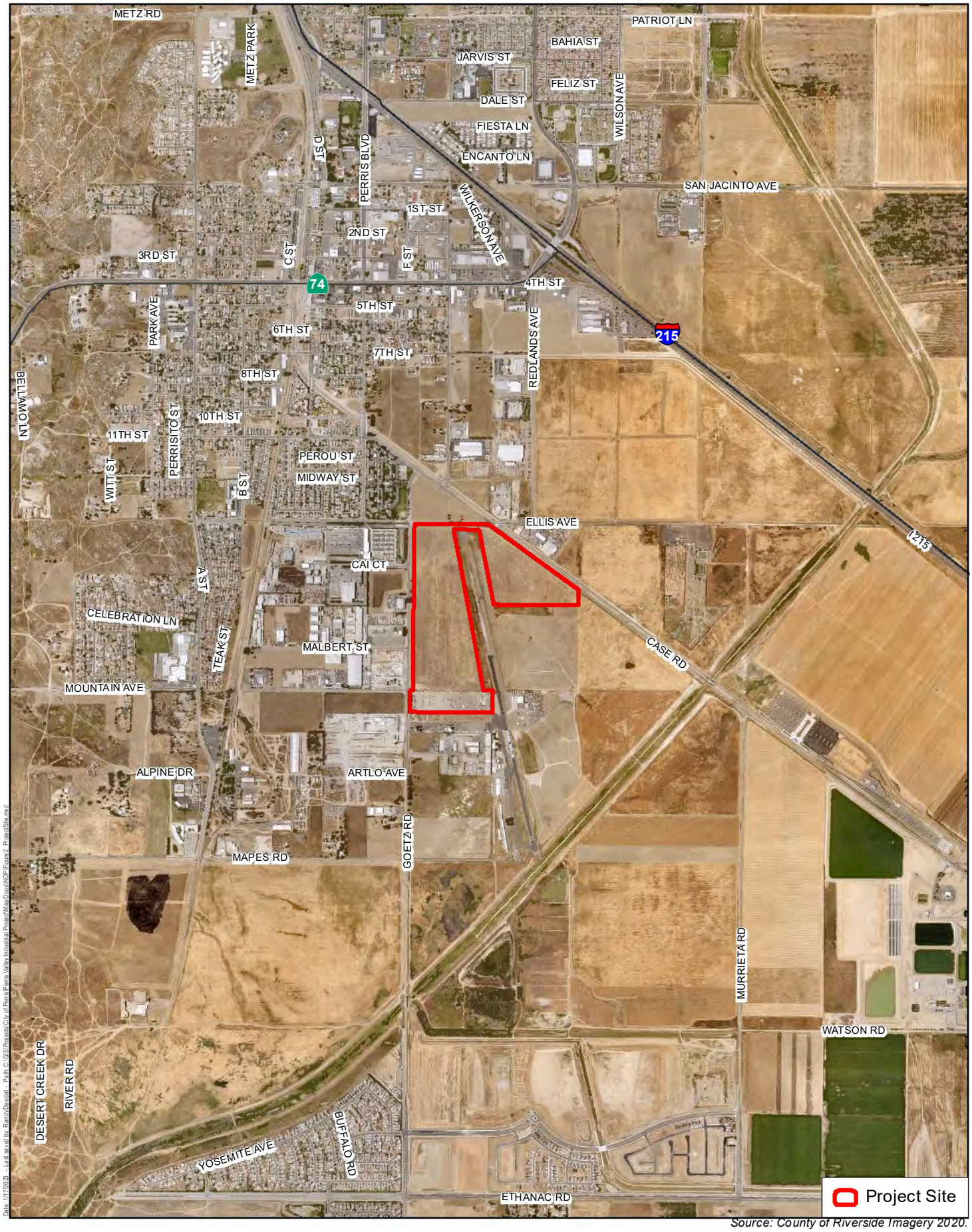
0 5 10

Miles

Figure 1

Regional Location

Perris Airport Logistics Center



Source: County of Riverside Imagery 2020.

Harris & Associates

N

0 1,000 2,000

Feet

Figure 2

Project Site

Perris Airport Logistics Center

Source: County of Riverside 2023; County of Riverside Imagery 2020.

Harris & Associates

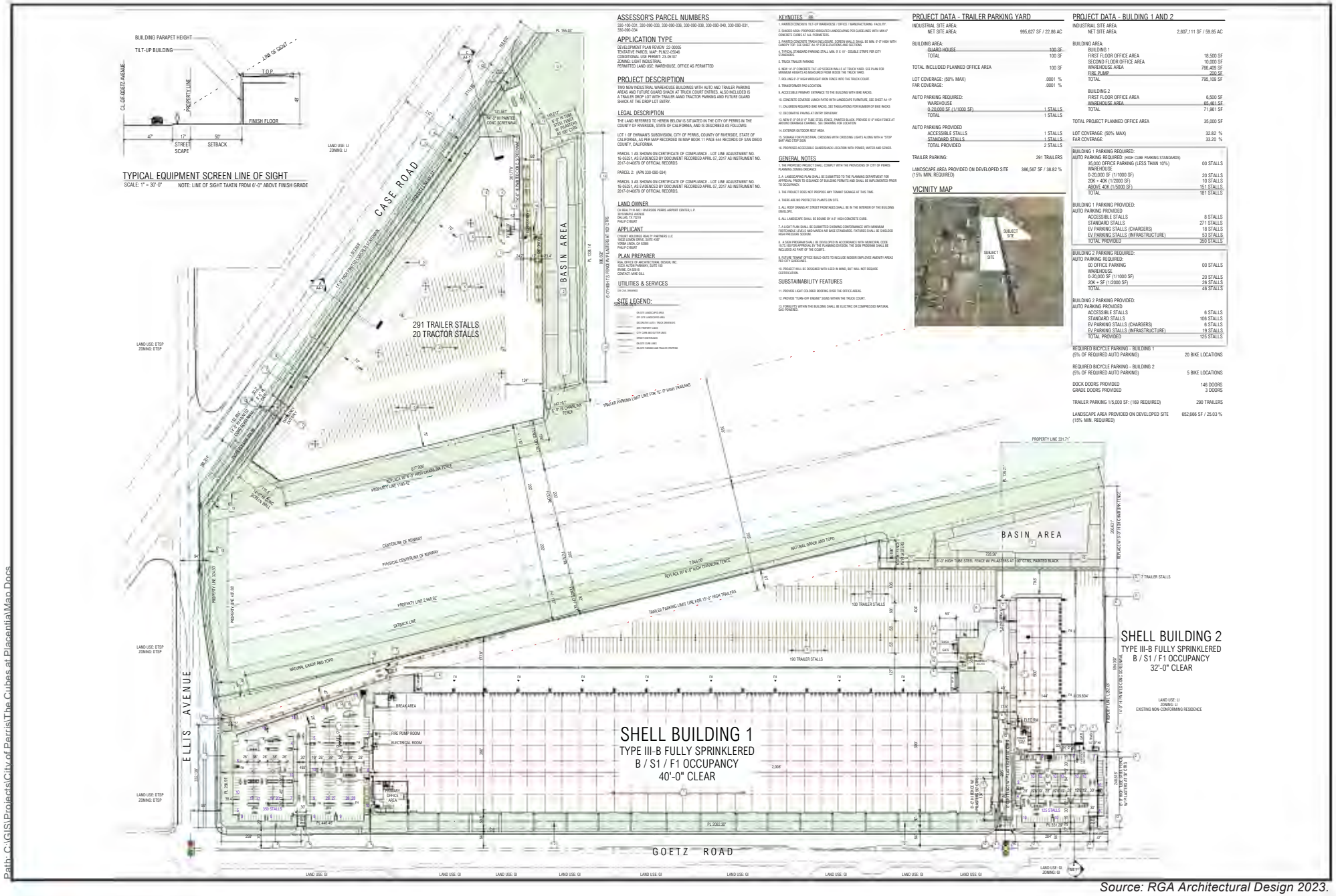
N

0 200 400
Feet

Figure 3

Aerial Photography

Perris Airport Logistics Center



Source: RGA Architectural Design 2023.

Harris & Associates

0 250 500
Feet

Figure 4

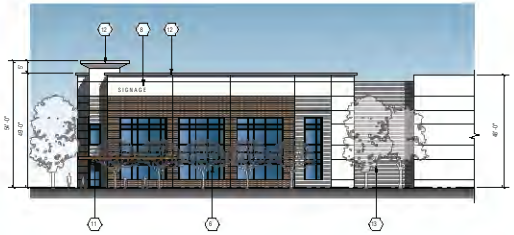
Site Plan

Perris Airport Logistics Center

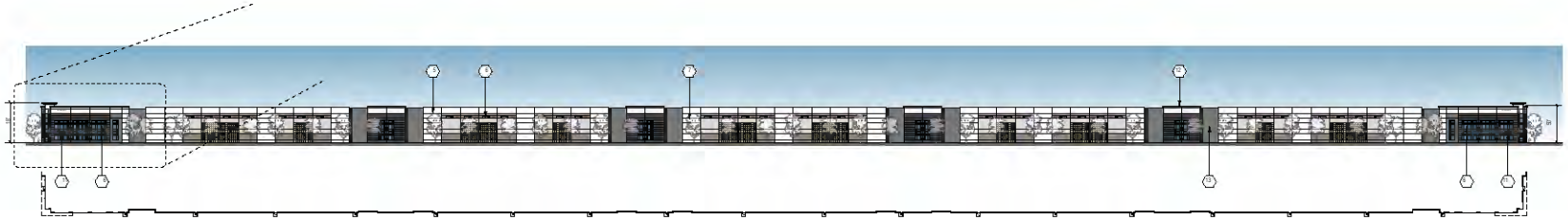
Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

EAST ELEVATION
SCALE: 1" = 60'-0"

NORTH ELEVATION - ELLIS ROAD
SCALE: 1" = 20'-0"



PARTIAL WEST ELEVATION
SCALE: 1" = 20'-0"



WEST ELEVATION - GOETZ ROAD
SCALE: 1" = 60'-0"

SOUTH ELEVATION
SCALE: 1" = 20'-0"

FINISH SCHEDULE

1. FIELD COLOR - PURE WHITE - SHERWIN WILLIAMS SW 7005
2. ACCENT COLOR - LIQUORICE TINT - SHERWIN WILLIAMS SW 7016
3. ACCENT COLOR - SABLE - SHERWIN WILLIAMS SW 7015
4. ACCENT COLOR -
5. BRICK VENEER -
6. TILE VENEER -
7. HORIZONTAL FLUTED/RIBBED SURFACE
8. VISION GLAZING - PILKINGTON EVERGREEN U-FACTOR 0.47, SHGC 0.40, VLT 50%. 1" INSULATED GLASS UNIT W 1/2" AIRSPACE AND (2) 1/4" LITES. SEE KEYNOTES FOR LOCATIONS OF INSULATED UNITS.

KEYNOTES

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (FOUR LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. METAL CLAD CANOPY STRUCTURE.
12. METAL CLAD CORNICE.
13. RIBBED CONCRETE SURFACE.

Source: RGA, Office of Architectural Design, Inc. 2023.

Harris & Associates

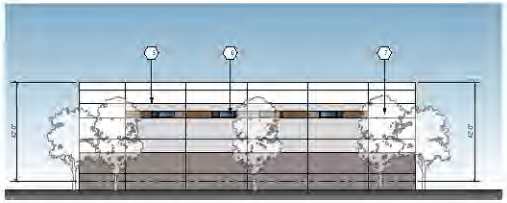
Figure 5a

Elevations

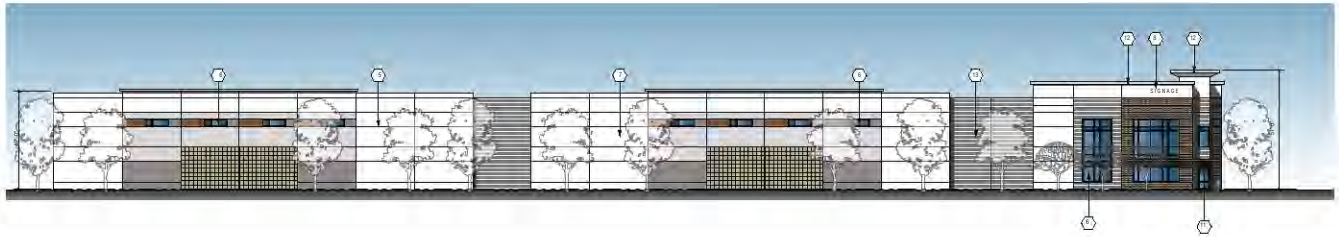
Perris Airport Logistics Center

Path: C:\GIS\Projects\City of Perris\Perris Valley Industrial Project\Map Docs\NOP

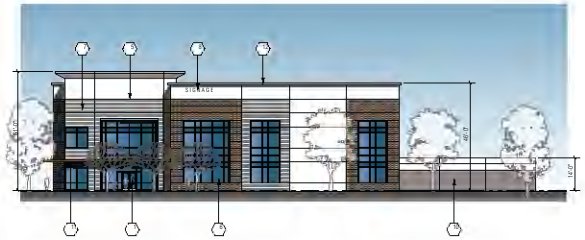
SOUTH ELEVATION
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"



NORTH ELEVATION
SCALE: 1" = 20'-0"



WEST ELEVATION
SCALE: 1" = 20'-0"

FINISH SCHEDULE

1. FIELD COLOR - PURE WHITE - SHERWIN WILLIAMS SW 7005
2. ACCENT COLOR - LIQUORICE TINT - SHERWIN WILLIAMS SW 7016
3. ACCENT COLOR - SABLE - SHERWIN WILLIAMS SW 7015
4. ACCENT COLOR -
5. BRICK VENEER -
6. TILE VENEER -
7. HORIZONTAL FLUTED/RIBBED SURFACE
8. VISION GLAZING - PILKINGTON EVERGREEN U-FACTOR 0.47, SHGC 0.40, VLT 59%. 1" INSULATED GLASS UNIT W 1/2" AIRSPACE AND (2) 1/4" LITES. SEE KEYNOTES FOR LOCATIONS OF INSULATED UNITS.

KEYNOTES

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 12' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (FOUR LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. METAL CLAD CANOPY STRUCTURE.
12. METAL CLAD CORNICE.
13. RIBBED CONCRETE SURFACE.
14. SCREENWALL ALONG PROPERTY LINE.

Source: RGA, Office of Architectural Design, Inc. 2023.

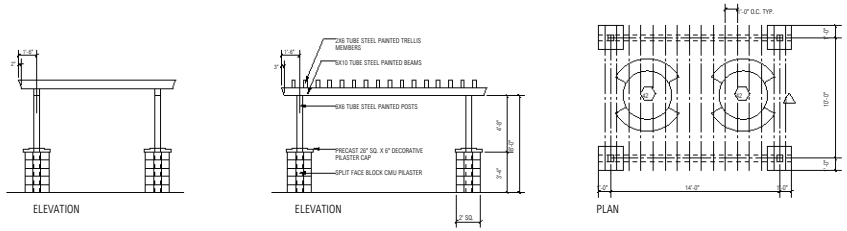
Harris & Associates

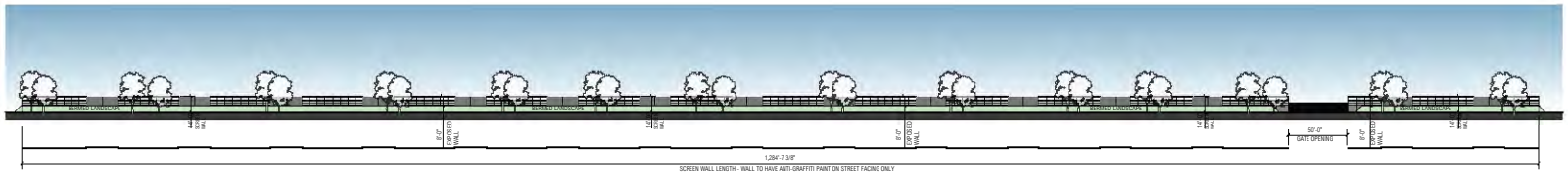
Figure 5b

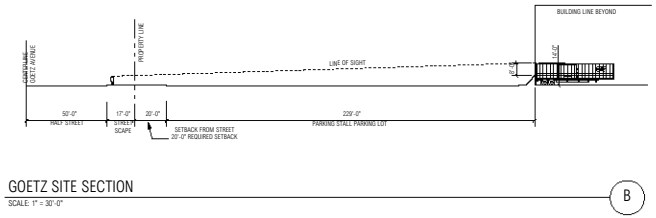
Elevations

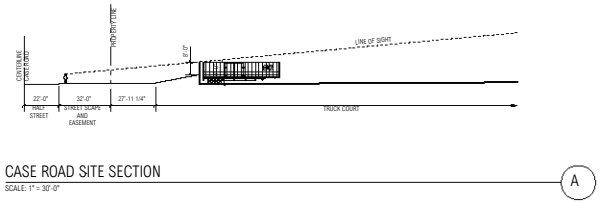
Perris Airport Logistics Center

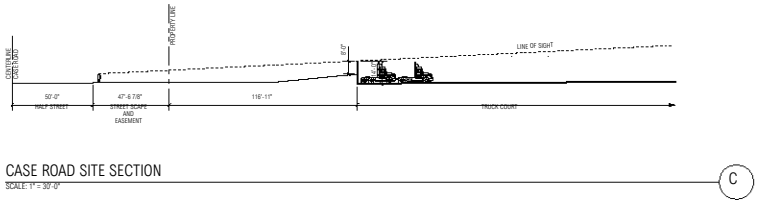
Path: C:\GIS\Projects\City of Perris\Perris Valley Industrial Project\Map Docs\NOP











Source: RGA, Office of Architectural Design, Inc. 2023.

Harris & Associates

Figure 5c

Elevations

Perris Airport Logistics Center

Path: C:\GIS\Projects\City of Perris\Perris Valley Industrial Project\Map Docs\NOP

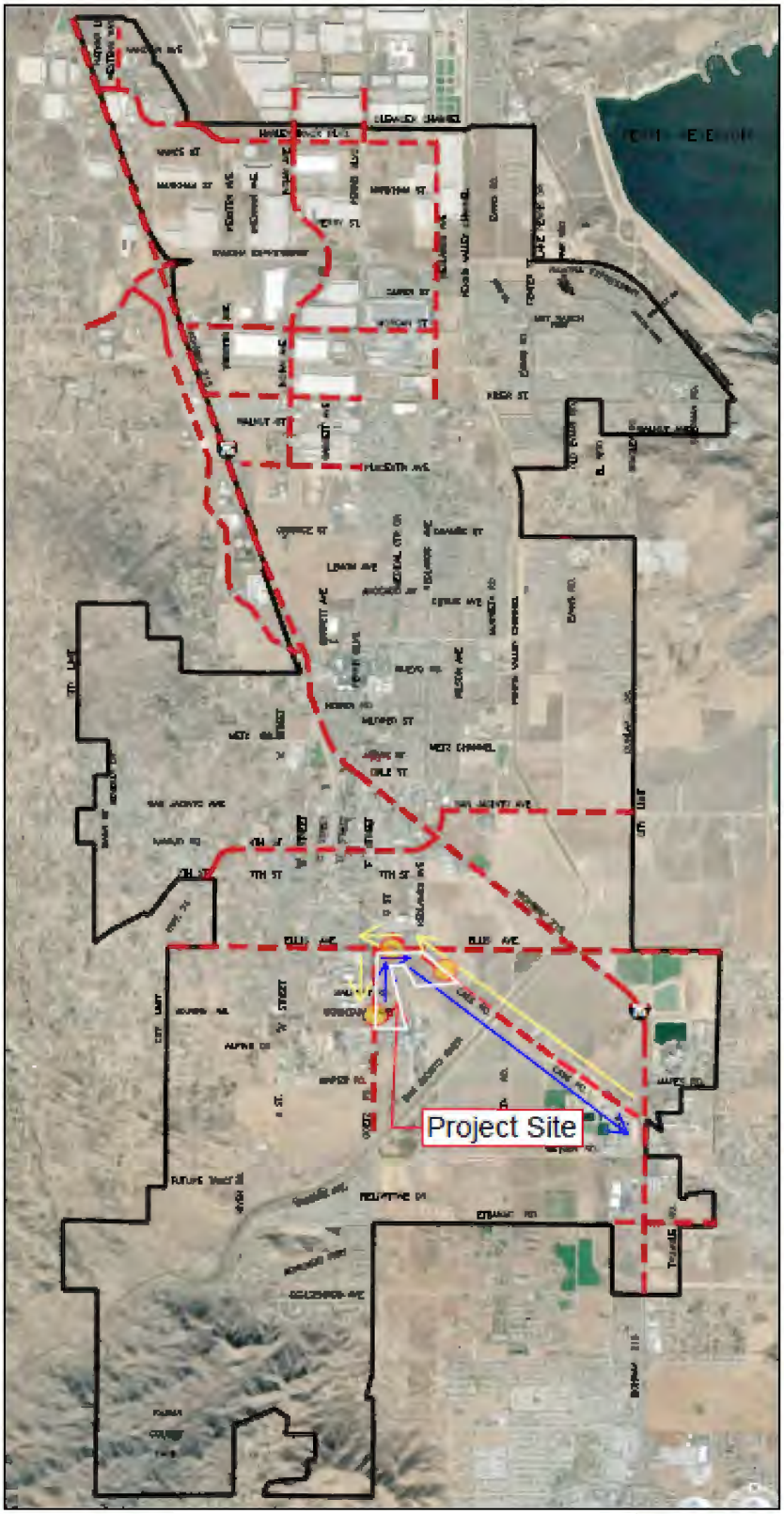
CITY OF PERRIS TRUCK ROUTES

CITY COUNCIL APPROVED JULY 26, 2022 - EFFECTIVE AUGUST 26, 2022

Outbound

Inbound

Truck Access



N.T.S.

LEGEND:

TRUCK ROUTES

PERRIS CITY LIMITS

Source: City of Perris 2022.

Harris & Associates

N

0 0.5 1

Miles

Figure 6

Truck Routes

Perris Airport Logistics Center

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
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Energy
- ☒ Geology and Soils
- ☒ Greenhouse Gas Emission
- ☒ Hazards/Hazardous Materials
- ☒ Hydrology and Water Quality
- ☒ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☒ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☒ Utilities and Service Systems
- ☐ Wildfire
- ☒ 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	October 20, 2023 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** Scenic vistas are generally 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. According to the City's General Plan EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points.

The proposed Project Site is currently vacant. Though the Project Site itself is not a scenic vista, nor does it currently block or diminish a scenic vista, the undeveloped character of the area may be adversely affected, and therefore the proposed Project's potential to impact a scenic vista will be evaluated in a forthcoming 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 1.3 miles west of the Project Site. The proposed Project would not damage any scenic resources 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) **Potentially significant impact.** The Project Site is currently vacant. Due to the development of the proposed Project, the undeveloped character of the area may be adversely affected and, therefore, the proposed Project's potential to substantially degrade its existing visual character or quality of the site and its surroundings will be evaluated in a forthcoming EIR.

d) **Potentially significant impact.** Both during and after construction, the proposed Project has the potential to create a new source of light or glare that would adversely affect day or nighttime view. The implementation of construction and operations of the proposed Project would potentially create a substantial new light source; therefore, this potential impact will be evaluated in a forthcoming EIR.

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
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Energy
- ☒ Geology and Soils
- ☒ Greenhouse Gas Emission
- ☒ Hazards/Hazardous Materials
- ☒ Hydrology and Water Quality
- ☒ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☒ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☒ Utilities and Service Systems
- ☐ Wildfire
- ☒ 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	October 20, 2023 Date
Nathan Perez, Senior Planner Printed Name	City of Perris Agency

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 Project Site is not within an area subject to a California Land Conservation Act of 1965 (Williamson Act) Contract. 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 is not located on forest land, timberland or any land zoned as timberland. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

d) **No impact.** The Project Site and surrounding area do not contain any forest land and, therefore, would not result in the conversion of forest land to another use 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 surrounding area. 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** The City of Perris is located within the South Coast Air Basin (SCAB), which is guided by the Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD). The AQMP includes a comprehensive program intended to gain compliance with all federal and state air quality standards. The AQMP uses emissions projections from future development scenarios derived from land use, population, and employment characteristics to develop control measures and related emission reduction estimates. The proposed Project has the potential to conflict with or obstruct implementation of the AQMP. This is a **potentially significant impact**. Therefore, this potential impact will be evaluated in a forthcoming EIR.

b) **Potentially significant impact.** 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. Projects that exceed project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable.

The proposed Project includes implementation of Light Industrial (LI) land uses on a vacant site. The proposed 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 analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** According to the SCAQMD, sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes. Development of the Project Site has the potential to expose nearby sensitive receptors to substantial pollutant concentrations during construction and operation. Therefore, the Project may result in a **potentially significant impact**. This topic will be analyzed and addressed in a forthcoming EIR.

d) **Potentially significant impact.** The California Air Resources Board (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. 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. During construction, short-term temporary odors could be emitted from vehicle exhaust and construction equipment engines. While odors from these sources are not anticipated to be noticeable for extended periods of time, impacts are **potentially significant**, and this topic will be analyzed in a forthcoming 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the proposed Project has the potential to have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) (formerly the California Department of Fish and Game) or U.S. Fish and Wildlife Service (USFWS). This is a **potentially significant impact**. Therefore, this issue will be analyzed in an EIR.

b) **Potentially significant impact.** Implementation of the proposed Project has the potential to have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. This is a **potentially significant impact**. Therefore, this issue will be analyzed in an EIR.

c) **Potentially significant impact.** Implementation of the proposed Project has the potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. This is a **potentially significant impact**. Therefore, this issue will be analyzed in an EIR.

d) **Potentially significant impact.** Implementation of the proposed Project has the potential to interfere substantially with the movement of a native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. This is a **potentially significant impact**. Therefore, this issue will be analyzed in an EIR.

e) **Potentially significant impact.** A biological assessment will document biological resources and determine whether implementation of the proposed Project will impact these biological resources, as well as determine the Project's consistency with local policies. Conflicting with any local policies or ordinances protecting biological resources may result in a **potentially significant impact**. Therefore, this issue will be analyzed in an EIR.

f) **Potentially significant impact.** The Project Site is located in the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Conflicting with the MSHCP may result in a **potentially significant impact**. This topic will be evaluated in a forthcoming 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the proposed Project has the potential to cause a substantial change in the significance of a historical resource as defined in Section 15064.5 of CEQA. Therefore, the Project may result in a **potentially significant impact**. This topic will be analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** Implementation of the proposed Project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA. Causing a change in the significance of an archaeological resource may result in a **potentially significant impact**. This topic will be analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** The Project Site is not located within an area of a known cemetery or burial grounds and it is unlikely to contain human remains. However, the potential remains for the discovery of unknown human remains during ground disturbing activities. Disturbing previously undiscovered human remains may result in a **potentially significant impact**. This topic will be 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the Project would require energy consumption during both construction and operation activities. As the Project Site is currently vacant, implementation of the Project would increase the amount of energy consumed within the Project Site compared to existing uses. 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 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. The proposed Project would be required to comply with City, state, and federal energy conservation measures during construction and operation of the project. 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 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?	☒	☐	☐	☐

6.7 Geology and Soils	*Potentially Significant Impact*	*Less Than Significant With Mitigation*	*Less Than Significant Impact*	*No Impact*
Would the project:				
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?	☒	☐	☐	☐

Explanation of Checklist Answers

a.i) **No impact.** According to the California State Geoportal, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. While seismic activity is known to exist throughout Southern California, there are no known faults running through or near the Project Site that could result in substantial effects. Western Riverside County has been mapped for Alquist-Priolo zones; however, no zones exist within the City of Perris. In addition, the County of Riverside has applied additional special studies zone criteria for additional fault systems, and these identified faults have not been mapped within the City of Perris. The City of Perris General Plan Safety Element identifies mapped faults located within the City and vicinity; however, none of these faults are considered active by the State of California. 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, according to the City's General Plan EIR, there are several active faults within the Southern California region that may contribute to ground shaking at the Project Site. 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. 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 would be **less than significant** and no further evaluation of this topic is required in an ND, MND, or EIR.

A.iii) **Potentially significant impact.** Implementation of the proposed Project could expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction. Therefore, this issue will be analyzed in a forthcoming EIR.

A.iv) **No Impact.** The City is located on a flat broad basin. The Project Site's overall topography is relatively flat. Additionally, according to the City of Perris General Plan Safety Element, 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) **Potentially significant impact.** Grading and excavation during construction would expose soils to potential erosion and could result in the loss of topsoil. Therefore, this issue will be analyzed in a forthcoming EIR.

c) **Potentially significant impact.** Implementation of the proposed Project could locate project elements on a geologic unit or soil that is unstable, or could become unstable as a result of the proposed Project, and potentially result in impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, this issue will be analyzed in a forthcoming EIR.

d) **Potentially significant impact.** Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content as well as a significant decrease in volume with a decrease in water content. Changes in the water content of highly expansive soil can result in severe distress to structures. The proposed Project would be required to comply with applicable building codes and structural improvements to withstand the effects of expansive soils. The implementation of the Perris Building Code requirements, as applicable, would minimize the potential. However, impacts with regard to expansive soils will be evaluated in a forthcoming EIR.

e) **No impact.** The Project Site would connect to the existing sewer system and would not involve or 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 impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

f) **Potentially significant impact.** The proposed Project would involve the development of an industrial development on a vacant site. 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 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** Implementation of the Project would incorporate light industrial uses to a vacant site which may 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 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 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?	☐	☐	☐	☒

Explanation of Checklist Answers

a) **Potentially significant impact.** The proposed Project would involve the routine transport and use of hazardous materials needed for the construction and building process. This would include but not be limited to fuels, greases, lubricants, solvents, etc. The proposed Project would not dispose of such materials on-site and is not anticipated to use acutely hazardous materials during either stage. 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. This topic will be analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** As discussed above, the proposed Project would involve the routine transport and use of commonly used hazardous materials during the construction and building process. This would include but not be limited to fuels, greases, lubricants, solvents, etc. Use of these materials could result in upset and/or accident conditions that could result in a release to the environment. While it is anticipated that conformance to safe handling and clean-up protocols would ensure the potential for impacts is reduced, this topic will be analyzed and addressed in the forthcoming EIR.

c) **No impact.** There are no existing or proposed schools within a one-quarter-mile radius of the Project Site. The closest existing school to the Project Site is Perris Lake High School (approximately 0.5 mile west 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 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. Similarly, based on the Cortese list provided by DTSC, there are no other such sites in the vicinity of the Project Site or that would have an effect on the Project, or on workers or visitors at the Project Site. Therefore, **no impact** would occur and no further evaluation of this topic is required in an ND, MND, or EIR.

e) **Potentially significant impact.** The Project Site is within the airport influence area (AIA) of Perris Valley Airport. The Project Site is also located within the Zone E – Other Airport Enivrons Airport Overlay Zone for the MARB/IPA Airport Land Use Compatibility Plan per Title 19 of the Municipal Code.

The Riverside County Airport Land Use Commission (ALUC) is required to review the Proposed Project for a consistency determination with the Perris Valley Airport Land Use Compatibility Plan (ALUCP). The Proposed Project is consistent with the MARB/IP Airport Overlay Zone, as required by Perris Municipal Code Chapter 19.51 MARB/IP Airport Overlay Zone (AOZ). The potential safety impacts related to the Proposed Project's proximity to the Perris Valley Airport and consistency

with applicable provisions of the Perris Valley Airport ALUCP will be evaluated in a forthcoming EIR.

f) **Potentially significant impact.** The proposed Project could physically impede the existing emergency response plan, emergency vehicle access, or personal access to the Project Site. While access to and from the Project Site and Case Road would be maintained throughout construction and operation of the Project, and appropriate detours would be provided in the event of potential road closures, analysis of this issue will be provided in a forthcoming EIR.

g) **No impact.** The Project Site and surrounding areas include vacant land. The Project Site is not located adjacent to any wildlands or any undeveloped hillsides where wildland fires might be expected. 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. As such, no direct or indirect significant risk of loss, injury or death involving wildland fires would occur. Therefore, **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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** Development of the proposed Project would be subject to County, State, and federal water quality regulations. This includes but is not limited to adherence to the federal Clean Water Act (CWA), National Pollutant Discharge Elimination System (NPDES), the National Flood Insurance Act (NFIA), requirements of the California Department of Water Resources (DWR) and the California Fish and Game Code, the California Water Code, and the requirements of the Perris GP and Perris Development Code. Development of the Project Site would increase the amount of impervious surface area at the site. 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 analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** The Project Site is currently vacant and undeveloped. The proposed Project would increase impervious surfaces through the placement of the proposed structures and hardscape. Installation of these improvements could potentially reduce the volume of water that infiltrates the ground surface and recharges groundwater. As such, the proposed Project may result in a **potentially significant** impact. This topic will be analyzed and addressed in a forthcoming EIR.

c.i) **Potentially significant impact.** Implementation of the proposed Project has the potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that could result in substantial erosion on- or off-site. Therefore, impacts may be **potentially significant**. This topic will be analyzed and addressed in a forthcoming EIR.

c.ii) **Potentially significant impact. I**mplementation 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 analyzed and addressed in a forthcoming EIR.

c.iii) **Potentially significant impact.** The proposed Project would result in an overall increase in impervious surfaces onsite. The increase in impervious surfaces could increase storm water runoff if the water is not properly controlled using an on-site stormwater drainage system. The proposed Project would implement a drainage plan to address storm water runoff impacts. As impacts may be **potentially significant**, this topic will be analyzed and addressed in a forthcoming EIR.

c.iv) **Potentially significant impact**. The Project Site is located within an AE designated flood zone based on the Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) number (06065C1440H) effective December 2021. Zone AE designated sites have a 1% chance of flooding annually. 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 analyzed and addressed in a forthcoming EIR.

d) **Less than significant impact.** The Project Site is located within Zone AE 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 Project Site to surrounding large water bodies and reservoirs, inundation due to seiche is unlikely. The Project Site 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 Site is located approximately 40 miles east of the Pacific Ocean, inundation due to tsunami is unlikely. The Project Site is not located within an identified tsunami zone.

Furthermore, According to the City of Perris General Plan Safety Element, 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. 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.** The proposed Project construction activities could potentially degrade water quality through erosion and subsequent sedimentation of streams and obstruct a water quality plan. Additionally, accidental release of potentially harmful materials, such as engine oil, diesel fuel, and cement slurry could degrade the water quality of nearby streams. The proposed 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 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **No impact.** The proposed Project would develop a vacant lot and would not physically divide an established community. The physical development associated with the proposed Project would involve constructing a new warehouse use on vacant land. The proposed Project would not be located between or interrupt the interaction or movement of people within an established community. The proposed Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project Site and would involve improvements to adjacent roadways, consistent with the City of Perris General Plan. As such, the proposed 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 proposed Project has the potential to conflict with one or more policies from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect. Inconsistency with one or more of the applicable policies would result in a **potentially significant impact**. Therefore, the consistency of the proposed Project with each of the applicable policies from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect will be addressed in a Draft EIR. Analysis of the proposed Project's consistency with applicable provisions of the City of Perris Good Neighbor Guidelines, the Perris Valley Airport ALUCP, and the MSHCP will also be analyzed 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?	☐	☐	☐	☒

Explanation of Checklist Answers

a) **No impact.** According to the Riverside County General Plan, the land within the Project Site is classified primarily as Mineral Resource Zone (MRZ) 3, where the significance of the mineral deposits is undetermined (Riverside, 2022). The California Department of Conservation (DOC) is primarily interested in the preservation of significant resources in MRZ 2 regions. Therefore, 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.** The City of Perris has not designated any locally important mineral resource recovery sites in the General Plan. In addition, the DOC does not show oil, gas, or geothermal fields underlying the site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (DOC, 2021). 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?	☒	☐	☐	☐

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 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 analyzed and addressed in a forthcoming EIR.

c) **Less than significant impact.** The Project Site is within the airport influence area (AIA) of Perris Valley Airport. The Project Site is also located within the Zone E – Other Airport Enivrons Airport Overlay Zone for the MARB/IPA Airport Land Use Compatibility Plan per Title 19 of the Municipal Code. As impacts are **potentially significant**, this topic will be analyzed and addressed in a forthcoming 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?	☐	☐	☐	☒

Explanation of Checklist Answers

a) **Less than significant impact.** The proposed Project does not include residential structures or other infrastructure that would induce unplanned residential development. Based on the California Building Code (CBC) method for determining concentration of people which estimates 1 person per 500 square feet of warehousing space, the proposed Project would be expected to generate approximately 1,934 employees. The job creation would not be of a magnitude to induce substantial population growth. Additionally, similar to the short-term construction jobs, it is anticipated that these new warehouse positions would be filled by workers who would already reside in the City of Peris and surrounding areas.

The proposed Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project Site and would involve improvements to adjacent roadways, consistent with the City of Perris General Plan. Thus, implementation of the proposed Project would not substantially introduce unplanned population growth in an area, either directly or indirectly. Therefore, 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.

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?	☐	☐	☒	☐

Explanation of Checklist Answers

a) **Less than significant impact.** Implementation of the proposed Project would not involve new residential uses or uses that would directly increase the City's population; however, the operation of the proposed warehouse buildings would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped site. The California Department of Forestry and Fire Protection (CAL FIRE), under contract with Riverside County and operating as the Riverside County Fire Department (RCFD), provides fire prevention and suppression to the City of Perris. RCFD Station No. 1 located at 210 W. San Jacinto Avenue and RCFD Station No. 90 at 333 Placentia Avenue exclusively serve the City of Perris. RCFD Station No. 1 is approximately 1.4 miles roadway miles north of the Project Site. RCFD Station No. 90 is approximately 4.1 roadway miles north of the Project Site. Other RCFD stations respond to emergency service calls in the City on an as-needed basis. The proposed Project would create the typical range of service calls for industrial developments, such as medical aid, fire response, and traffic collisions. The proposed Project would be designed in compliance with all applicable ordinances and standard conditions established by the RCFD and/or the City or State including, but not limited to those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Compliance with applicable

regulations would be confirmed by the RCFD during its review of development plans to ensure it has the capacity to provide proper fire protection to the development. The development of the proposed Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, the Project Applicant would be required to pay North Perris Road and Bridge Benefit District (NPRBBD) fees, inclusive of the City's Development Impact Fee (DIF), which provides a funding source for construction of fire facilities as a result of impacts related to future growth in the City. 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.** While implementation of the proposed Project would not involve new residential uses or uses that would directly increase the City's population, the operation of proposed industrial buildings would increase the demand for police protection services at the currently undeveloped site. The City of Perris contracts with the Riverside County Sheriff Department (RCSD) for the provision of municipal police services in the City. The proposed Project would be designed and operated in compliance with the standards provided within the City's Municipal Code and RCSD for new development with regard to public safety. The Perris Police Station is located at 137 N. Perris Boulevard and is located approximately 3.5 roadway miles northwest of the Project Site. Sheriff response times vary by time of day and priority of the call. Typical operational police protection services involved with the proposed industrial and retail uses include after-hours patrol, crime and traffic accident/collision responses, and calls for service. The Project Applicant would be required to contribute DIF fees which would ensure the proposed Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the proposed Project. Therefore, Project's incremental demand for sheriff protection services would be less than significant with the proposed Project's mandatory payment of DIF fees. The proposed Project would not require the construction of new or expanded police protection 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.

c) **Less than significant impact.** The Project Site is located within the Perris Union High School District (PUHSD), which covers 182 square miles in Riverside County and is comprised of 4 schools serving 9th through 12th grade (PUHSD, 2022). The Project Site is also located within the Perris Elementary School District (PESD), which covers 49 square miles in Riverside County and is comprised of seven schools serving Kindergarten through 8th grade (PESD, 2022). The Project Site is within the current enrollment areas for the following schools: Railway Elementary School and Perris High School. The proposed Project would not directly create a source of students, as the proposed Project does not involve the development of new residential land uses. Therefore, no school-age children would be living at the Project Site and no direct demand for school services and facilities would occur. Additionally, as previously discussed, it is expected that the new jobs that would be created by the proposed Project would be filled by individuals that reside in the City of Perris and surrounding area. Appropriate developer impact fees, as required by State law, would be assessed and paid by the Project Applicant to the PESD and PUHSD . Section 65995(b)

of the California Government Code establishes the base amount of allowed developer fees and allows increases in the base fee every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the payment of the required fees and with no additional students generated by the proposed Project, no significant impacts to school services would result. The proposed Project would not require the construction of new or expanded school 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.

d) **Less than significant impact.** The proposed Project would not directly require the construction or expansion of public parks as it does not include new residential uses. As identified in the City of Perris General Plan EIR, development facilitated by the General Plan, including industrial uses proposed as part of the proposed Project, would not directly increase the demand for park facilities as no new residential uses would be developed and no direct increase in the resident population would result that may create a demand for park facilities. Additionally, as detailed in Section 19.68.020 of the City's Municipal Code, the proposed Project Applicant would also be required to pay Development Impact Fees (DIF) that requires new development to bear its fair share cost of providing facilities reasonably needed to serve that development. The DIF would contribute to both community amenities and parks and further minimize impacts resulting from the proposed Project. As previously discussed, it is expected that the new jobs that would be created by the proposed Project would be filled by individuals that reside in the area. The proposed Project would not require the construction of new or expanded park 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.

e) **Less than significant impact.** Residents of the City of Perris are provided library services through the Riverside County Library System (RCLS). As identified in the City of Perris General Plan EIR, development facilitated by the General Plan, including industrial uses proposed as part of the proposed Project, would not directly increase the demand for library or other public services as no new residential uses would be developed and no direct increase in the resident population would result that may create a demand for library services. As previously discussed, it is expected that the new jobs that would be created by the proposed Project would be filled by individuals that reside in the City of Perris and surrounding area. The proposed Project would not require the construction of new or expanded library 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Less than significant impact.** The City's Community Services Department is responsible for recreational facilities in the City. The proposed Project is a warehouse site, which would not induce population growth or otherwise increase the use of or create the need for new parks and recreational facilities. The Project would also provide on-site recreational amenities for Project employees. Similarly, the proposed Project would not result in physical deterioration of existing recreation facilities such that there would be a need to construct expanded 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.

b) **Less than significant impact.** The proposed Project would not induce the construction or expansion of recreational facilities. The proposed Project would include the development of a warehouse site and would not directly increase the number of residential units, nor would it induce a substantial number of new residents in the surrounding area indirectly by creating jobs. It is anticipated that most of the workers, both during construction and for operation of the warehouse facility would live in the region and would commute to the Project Site from within the City or the surrounding areas. Additionally, there would be a concrete covered lunch patio with landscape furniture and an exterior outdoor rest area within the Project Site for employees. The impacts associated with the development of the proposed Project, including the employee recreational amenities, are addressed in this Initial Study and will be further evaluated in the EIR for the various issues identified as being a potentially significant impact. Although this impact is identified as being potentially significant, impacts to recreation will not be evaluated as a separate section of the 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?	☒	☐	☐	☐

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. The proposed Project would create new access points and site uses that would alter circulation near the site. Therefore, 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 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 would increase traffic volumes along the surrounding roadways. Implementation of the proposed Project has the potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). A vehicle miles traveled (VMT) study will be prepared as part of the EIR. Therefore, the Project may result in a **potentially significant** impact. This topic will be analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** Although 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), it would introduce new access points and site uses that would alter circulation near the site. Therefore, the Project may result in a **potentially significant** impact. Potential impacts will be analyzed in a forthcoming EIR.

d) **Potentially 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. However, the proposed Project would create new access points and site uses that would alter circulation near the site. Thus, the Project may result in a **potentially significant** impact. Potential effects of the proposed Project on emergency access will be analyzed in a forthcoming 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.	☒	☐	☐	☐

Explanation of Checklist Answers:

a.i) **Potentially significant impact.** Tribal consultation pursuant to AB 52 will be completed prior to release of the Draft EIR. The proposed Project has the potential to 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 listed or eligible for listing, and will, therefore, be analyzed in an EIR.

a.ii) **Potentially significant impact.** Tribal consultation pursuant to AB 52 will be completed prior to release of the Draft EIR. The proposed Project has the potential to 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 to be significant. Therefore, this issue will be analyzed in an 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?	☒	☐	☐	☐

Explanation of Checklist Answers:`

a) **Potentially significant impact.** The Project includes construction of an on-site network of water, sewer, storm drain, electric, and natural gas infrastructure. Potable water for the proposed Project and wastewater disposal services would be provided by the EMWD. Wastewater generated by the Project would be treated by the EMWD treatment plant approximately 2 miles southeast of the Project Site. Electrical service to the Project would be provided by Southern California Edison and natural gas would be provided by Southern California Gas. Telecommunications would be provided telecommunications by Verizon or another local provider. The Project may result in **potential significant impacts** due to the implementation of

the development on a vacant site. Therefore, this topic will be analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** The proposed Project's potable water would be supplied by the the EMWD. The service capacity of the EMWD to provide water service during normal, dry, and multiple dry years will be further evaluated in a forthcoming EIR.

c) **Potentially significant impact.** The proposed Project's sanitary sewer discharge would collected and treated by the EMWD, which operates a treatment plant approximately 2 miles southeast of the Project Site. The potential for impacts to occur will be further evaluated in a forthcoming EIR.

d) **Potentially significant impact.** Trash, recycling, and green waste services within the City are provided by CR&R Waste Services. Solid waste generated from the proposed Project includes construction and warehouse wastes. Potential impacts with regard to solid waste as well as disposal of potential hazardous substances will be further evaluated in a forthcoming EIR.

e) **Potentially significant Impact.** The proposed Project would generate solid waste during construction and operation, thus requiring the consideration of waste reduction and recycling measures. Compliance of the proposed Project with federal, state, and local management and reduction statutes and regulations will be evaluated in a forthcoming 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?	☐	☐	☐	☒

Explanation of Checklist Answers:

a-d) **No impact.** According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project Site is not located in or near an area identified as being a "Wildfire Hazard Area." Additionally, the Project Site is not classified as a Wildfire Hazard Area in the City's General Plan or as a Very High Fire Hazard Severity Zone by CAL FIRE's map for the City. The Project Site is located within the limits of the City Perris and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. 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?	☒	☐	☐	☐

Explanation of Checklist Answers

a) **Potentially significant impact.** 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 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 agriculture and forestry resource, 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 aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, 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 analyzed and addressed in a forthcoming EIR.

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

7.0 REFERENCES

The following reports and/or studies are applicable to development of the Project Site and are hereby incorporated by reference. The reports are available for review at the City of Perris Planning Division at the address above.

Perris General Plan 2030 Environmental Impact Report, SCH No. 2004031135, certified April 26, 2005 (City of Perris, 2005)

Perris Comprehensive General Plan 2030, City of Perris, originally approved on April 26, 2005 (GP).

The following supporting documentation was used in preparing this NOP:

California Department of Conservation (DOC)

2021 Geologic Energy Management Division (CalGEM). Accessed July 19, 2022. CalGEM Well Finder. Sacramento, CA. Available at:

https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.35333/33.95744/11

2018 California Important Farmland Map. Available at: https://maps.conservation.ca.gov/dlrp/ciff/

Perris, City of

2022 Community Services Department, Perris City Parks, Morgan Park. Accessed July 19, 2022. Available at:

https://www.cityofperris.org/Home/Components/FacilityDirectory/FacilityDirectory/28/88

Southern California Association of Governments (SCAG)

2020 Connect SoCal Demographics Growth Forecast Appendix. Profile of the City of Perris. Los Angeles, CA. Available at:

https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-andgrowth-forecast.pdf?1606001579

Riverside County Airport Land Use Commission (ALUC)

2004 Riverside County Airport Land Use Compatibility Plan, Adopted October 14, 2004. Available at: https://www.rcaluc.org/Plans/New-Compatibility-Plan

2011 Perris Valley Airport Land Use Compatibility Plan, Adopted March 2011. Available at: https://www.rcaluc.org/Plans/New-Compatibility-Plan

2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, Adopted November 13, 2014. Available at:

https://www.rcaluc.org/Plans/New-Compatibility-Plan