INITIAL STUDY

FOR THE

ELLIS LOGISTICS CENTER PROJECT

(DPR 22-00018)

April 2023

Prepared For:

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope

Initial Study

Pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code §§ 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines, California Code of Regulations, Title 14, §§15000 et seq.), this Initial Study has been prepared in order to determine whether implementation of the proposed Ellis Logistics Center Project (project) in the City of Perris could result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). This Initial Study has evaluated each of the issue areas contained in the checklist provided in *Section 4.0, Environmental Analysis* 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 construction and operation of the project.

If an Initial Study prepared for a project determines that no or less than 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 can 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 an Initial Study determines that a proposed project may produce significant effects on the environment, an Environmental Impact Report (EIR) shall be prepared. This further environmental review is required to address the potentially significant environmental effects of the project and to provide mitigation and/or alternatives to the project where necessary and feasible.

1.2 Summary of Findings

This Initial Study is based on an Environmental Checklist Form (Form), as suggested in State CEQA Guidelines Section 15063(d)(3). The Form is found in Section 4.0 of this Initial Study. It contains a series of questions about the project for each of the listed environmental topics presented in Appendix G to the State CEQA Guidelines and used by the City of Perris for CEQA purposes. The Form is used to evaluate whether or not any significant environmental effects are associated with implementation of the project. The explanation for each answer is included in Section 4.0. The Form is used to review the potential environmental effects of the Project for each of the following areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and 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

As identified through the analysis presented in this Initial Study, the project may have potential impacts on the environment. Pursuant to CEQA, the City of Perris (City) as the Lead Agency will initiate the preparation of an Environmental Impact Report (EIR) for the Ellis Logistics Center Project.

1.3 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Purpose

The City of Perris (City), as the Lead Agency under CEQA, has prepared this Initial Study for the proposed Ellis Logistics Center Project ("proposed project" or "project"). The following Project Description is provided in conformance with State CEQA Guidelines Section 15124 and discusses the geographic setting, project location, project setting, current City land use and zoning designations, project characteristics, project objectives, discretionary actions required to implement the project, and recent State of California legislation related to the provision of housing. This information will be the basis for analyzing the project's potential impacts on the existing physical environment. An adequate project description need not be exhaustive but should supply the detail necessary for project evaluation. The project description contains the following:

- The precise location and boundaries of the proposed project area(s) shown on a detailed map, along with a regional location map;
- A general description of the project's characteristics; and
- A statement briefly describing the intended uses of the EIR;
- A list of the agencies that are expected to use the EIR in their decision making;
- A list of the permits and other approvals required to implement the project;
- A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies, and
- A statement of objectives sought by the proposed project including the underlying purpose of the project and project benefits;

2.2 Project Overview

The proposed project, commonly referred to as the "Ellis Logistics Center Project", is composed of an approximate 643,419-square-foot (sf) industrial warehouse facility, that would be located in the City of Perris (City), Riverside County, on a total of approximately 34.52 acres. The project site consists of two assessor parcels (APN) 330-090-006 (28.13 acres) and 330-090-007 (6.39 acres). The total net site area for the project is 33.51 acres, as it does not reflect the ROW area.[1] The project site has a Perris General Plan land use designation of Light Industrial (LI) and is zoned Light Industrial (LI). The project site parcels are located entirely within the City boundaries.

The new warehouse building and site would have truck docs, paved truck parking, automobile parking, landscaped walkways, perimeter landscaping, and stormwater control features. The structure, parking, and access would comply with Americans with Disabilities Act (ADA) requirements. The truck docs needed for loading and unloading of materials would be located on two sides of the structure (south and north). Elongated stalls for truck parking would be on the northerly and southerly side of the structure and automobile parking would be located on the west side of the project site. No parking would be on the east side of the structure as there would be a truck access only lane and guard house. The southeast

[1] Note **Figure 2-5:** *Proposed Site Plan* references the net site area (33.51 acres).

corner of the warehouse would provide storage for four rail cars. The southeast corner of the project site (approximately 5 acres) is located within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area and no structures would be located in this area. Access to the project site would be from two driveways on Ellis Avenue. Truck access would only be via the easterly driveway and automobile access would only be via the westerly driveway.

2.3 Project Location

Regional Vicinity

The City of Perris is located within the Perris Valley midway between the San Jacinto and the Santa Ana Mountains and encompasses approximately forty (40) square miles in northwestern Riverside County. Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport (MARB/IPA). On the south, the City is bordered by the unincorporated communities of Quail Valley and Sun City, on the southwest by the City of Canyon Lake, on the east by unincorporated Riverside County, and on the west by the unincorporated community of Mead Valley and unincorporated Riverside County. One major freeway and one railroad transect Perris. Interstate 215 (I-215) runs north/south near the eastern edge of the City and the BNSF Railway Southern Transcon line, currently utilized as the Metrolink 91/Perris Valey Line, traverses through the City along I-215 in the north and transitions southeast along Case Road. Please see **Figure 2-1:** *Regional Map*. The project site is depicted on the Perris quadrangle of the United States Geological Survey's (USGS) 7.5-minute topographic map series in Section 5 of Township 5 South, Range 3 West. See **Figure 2-2:** *USGS Topographic Map*.

Local Vicinity

The project site is located in the easterly portion of the City of Perris, Riverside County and is located approximately 1.25 miles southeast of the downtown Perris. The project site is located approximately 0.45 mile southwest of I-215, 0.7 mile southeast of State Route 74, and to the north of the San Jacinto River approximately 0.3 mile. The project site is bordered by Ellis Avenue to the north boundary, the BNSF/Metrolink railway and Case Road on its southwestern boundary. Please see **Figure 2-3:** *Site Vicinity Map*.

2.4 Environmental Setting

Project Site

The project site is two vacant undeveloped parcels totaling approximately 34.52 acres. The project site is relatively flat, with no areas of topographic relief, at an approximate elevation of 1,415 feet above mean sea level. The ground surface also is relatively level but descends slightly, approximately 2-3 feet over a distance of approximately 1,450 feet (0.2% slope), from north to south. The site has been previously disturbed from previous vegetation and weed control (mowing and disking) and generally consists of non-native ruderal shrubs and grasses, with no existing landscaping or trees. Based on aerial photographs dating to 1938, the project site has been undeveloped but has been used for agricultural purposes such as growing hay.

Existing Transportation Network

Regional Network

The transportation network in the City is centered around I-215, which bisects the City. I-215 is generally aligned north and south and connects with I-15 near the City of Murrieta, approximately 16 miles to the south, and through San Bernardino approximately 30 miles to the north where is reconnects with I-15. State Route 74 is the only other state-maintained roadway within the City and is generally aligned from east to west. The eastern segment begins approximately 1.25 miles southeast of the project site at I-215 and provides easterly access to the unincorporated community of Homeland and the Cities of Hemet and San Jacinto.

Local Network

The local roadway network in the City consists of secondary and primary arterial streets (street with a curb to-curb width of 64 feet to 86 feet), collector streets (streets with a 40 feet to 64 feet curb-to-curb width and six feet of sidewalk on both sides depending on the particular design and traffic volumes), and local streets (streets with a 60 foot right-of-way and a curb-to-curb width of 40 feet and six-foot wide sidewalks generally on both sides). The project site is bound by Case Road on the south, which is classified as a Primary Arterial. The project site is bounded by Ellis Avenue on the north, which is classified as a Major Collector. These roadways and proposed connections and site access are discussed in more detail further below. The nearest transit stop is the Goetz Road and Case Road bus stop located approximately 0.54 mile northwest of the project site and the South Perris Metrolink Station located approximately 0.5 mile to the southeast.

Topography and Vegetation

The existing site consists of open, undeveloped land, that generally drains from north to south. The site has been subject to a variety of anthropogenic disturbances and is subject to on-going weed abatement and disking activities. The project site does experience minor offsite run-on flow from the adjacent undeveloped land to the west. Runoff from the project site generally drains to the southeast via sheet flow towards the San Jacinto River.

The surface of the project site has been used in the past for agricultural purposes such as growing hay and has been recently mechanically disturbed (i.e., routine weed abatement and disking), which have been ongoing since at least the early 1990s. These disturbances have eliminated the natural plant communities that were once present on the site and in the immediately surrounding areas. As such, no native plant communities or natural communities of special concern are located within the project site. The site does support non-native grassland, which is dominated by non-native grasses such as bromes (Bromus spp.), Mediterranean grass (*Schismus barbatus*), and oats (*Avena* spp.). Additional species include Russian thistle (*Salsola tragus*), Mediterannean mustard (*Hirschfeldia incana*), sandmat (*Euphorbia* sp.), telegraph weed (*Heterotheca grandiflora*), puncturevine (*Tribulus terrestris*) and jimsonweed (*Datura wrightii*).

Geology and Soils

The Natural Resource Conservation Service (NRCS) United States Department of Agriculture (USDA) Web Soil Survey shows that the project site is underlain by three soil types: Domino silt loam (saline-alkali), Domino silt loam (strongly saline-alkali), and Willows silty clay (deep, strongly saline-alkali). Soils

within the project site also include fill material that overlays the underlying native soils. Accordingly, the project site consists of fill, natural soils, and underlying bedrock.

Existing overlying fill soils are brown and consist of clayey sand to a clayey silt and were located across the site to a depth of one to 1.5 feet below the ground surface (bgs) and are loose, soft. The natural soils are largely undisturbed and predominantly brown, clayey sand to clayey silt. The native soils are located beneath fill soils and are medium dense to medium stiff. The bedrock generally consists of grey-brown to brown, fine coarse grained, silty sand derived from decomposed granite and a slight clay content. Bedrock is located at depths of 11 to 16 feet and are dense to very dense. Overall, the materials within each layer are considered to be relatively uniform.

Flood Zone

The entire project site is located in an AE designated flood zone based on the FEMA flood insurance rate map (FIRM) number (06065C1440h) dated August 18, 2014. Zone AE designated sites have a 1% chance of flooding annually. In addition, the southeast corner of the site is within a Special Flood Hazard Area – Regulatory Floodway due to the proximity of the San Jacinto River. The project site has a base flood elevation of 1,420 feet. See **Figure 2-4:** *Existing FEMA Floodplain Map*.

Groundwater

A site-specific geotechnical analysis of the project site did not locate groundwater beneath the project site at depth of less than 50 feet. 20 boring samples were taken between depth of 5 to 50 feet with no groundwater being encountered.

2.5 Surrounding Uses

Immediately surrounding the project site, the property to the north across East Ellis Avenue was previously vacant land (as of January 2021) but is currently being developed with a new light industrial warehouse. The properties to the west include a vacant parcel and one developed with a plastics recycling business (this property was vacant through 1992 but has since operated as a truck yard, mobile home safety products, lumber sales, and fabrication). Immediately to the south is the BNSF/Metrolink railway, Case Road, and undeveloped vacant land. Directly bordering the project site to the east is the Action Star Paintball Park and conservation land dedicated to the Regional Conservation Authority of Western Riverside County.

Major land uses in the vicinity include the Perris Valley Airport approximately 0.5 mile to the southwest. The Airport is primarily accessed via Goetz Road on the west. Adjacent to Goetz Road further west are predominantly industrial uses. Approximately 0.3 mile to the south of the project site is the San Jacinto River with vacant land further south. The properties to the east and southeast of the project site are also largely vacant, with the exception of the South Perris Metrolink Station on Case Road approximately 0.5 mile away and the Perris Valley Wastewater Treatment Plant and the I-215/Case Road interchange approximately 1.5 miles away.

The properties to the north and northwest, beyond I-215 (approximately 0.5 mile to the north) are largely undeveloped and crossed by the San Jacinto River. In this area, the river flows in a southwesterly direction but bends to the southwest after it crosses under I-215. Properties further to the west of the project site along Case Road, approximately 0.25 mile away, consist of industrial uses, but these uses give way to a

few rural residential uses and then the southern portion of the City, which are largely characterized by single family residential uses located approximately 0.75 mile to the west.

2.6 Proposed Development

Proposed Project

The proposed project consists of the development and operation of a light industrial warehouse facility on APN 330-090-006 and APN 330-090-007 consisting of approximately 34.52 acres. The proposed project consists of a 40-foot-tall "high-cube" logistics warehouse building of approximately 643,419 square feet (sf). The proposed structure would be a concrete tilt up warehouse building and would have a roof line of approximately 40 feet in height but have altering parapets between 43 feet and 49 feet. The varying parapet heights are used to conceal rooftop mechanical equipment and minimize noise. The building would be painted in white, grey, and brown and would have windows and building articulation to break up the massing of the structure. Landscaping also is included and would encircle the site along the perimeter of the site and within interior parking lots. The densest plantings would occur along Ellis Avenue to soften views of the new structure from the roadway. Please see **Figure 2-5:** *Proposed Site Plan*.

The overall footprint of the building would be approximately 643,419 square feet. The interior of the warehouse would include a total of approximately 10,000 square feet of office mezzanine space, the primary office area would be in the northwest corner of the building and a secondary office area would be in the southwest corner. The proposed project would also include an approximately 455-square-foot fire pump house. The first-floor office would include an open office set up in the middle surrounded by a break room, conference room, offices, and Americans with Disabilities Act (ADA) compliant men's and women's restrooms. Immediately above this area on the second floor would be the remainder of the office area with an open office set up in the middle surrounded by offices, a conference room, and ADA compliant unisex restrooms. The warehouse facility would not be used for cold storage. The overall project square footage and these project elements are shown in **Table 2-1***: Project Site Data.*

The exterior portions of the project site also would include perimeter fencing, sidewalks, and pedestrian paths to access parking areas. Refer to **Figure 2-5** and **Figure 2-6:** *Proposed Building Elevations*.

Table 2-1: Project Site Data

Project Use	Area
Overall Project Site	34.52 acres
Building Footprint	632,964 sf
Office Mezzanine	10,000 sf
Fire Pump House	455 sf
Other interior areas	
Office area(s)	--
Electrical Room	--
Restrooms	--
Break Room	--
Lobby	--
Total	**643,419 sf**

Rail Spur Connection

The project site would also have access from the adjacent BNSF/Southern California Railroad Authority (SCRRA) Metrolink railway adjacent to the project site to the south. The project applicant proposes to extend a rail spur track that extends from the existing rail track north into the project site, such that rail cars could be loaded or unloaded directly from the proposed building. The proposed spur includes storage for 4 rail cars. The proposed spur design includes a siding track to allow for switching operations. The design for the rail spur will be consistent with BNSF/SCRRA design standards.

Internal rail crossing within the project site will be designed to minimize conflicts with project's proposed site circulation. The project will include safety warnings and other devices, as required, to warn of train movement within the parking areas. See **Figure 2-7:** *Proposed Rail Spur*, for the proposed connection.

Site Access, Circulation, and Parking

Regional access to the project site for automobile and personal vehicles would be provided from the north via Redlands Avenue at the I-215/State Route 74 West interchange or from the southwest via Case Road and the I-215/State Route 74 East interchange. Truck traffic is only anticipated to access the project site from the southwest via Case Road and the I-215/State Route 74 East interchange.

Direct access onto the project site would be via two driveways that would be constructed and "T" with Ellis Avenue. The westerly driveway would be approximately 28 feet wide and used for car access only. The easterly driveway would be approximately 50 feet wide and used for truck access only. No other access points are proposed for truck access.

The interior site circulation from the truck access from Ellis Avenue would lead trucks to the guard shack or gated entrance along the easterly side of the structure. From the gate, access to the northerly dockyard would be provided. The northern dockyard would provide 55 trailer stalls and 38 dock positions. Using the easterly ring road, which leads to the guard shack, trucks also would have access the southerly dockyard, which would include 172 trailer stalls and 49 dock positions.

Smaller personal vehicles entering from the westerly driveway would have direct access to the adjacent parking lot along the west boundary of the project site. The standard vehicle parking lot would include 8 accessible stalls, 145 standard stalls, and 21 electric vehicle (EV)/carpool parking stalls. Access to the truck areas is not provided from this driveway. Access to the northern and southern truck areas would be blocked by an emergency access gate and access to the truck areas would be controlled by the guard shack and gates.

The proposed site plan has been designed to accommodate the needed maneuvering space for daily activities and machinery use including forklifts, other lift equipment, and large semi-trucks. The parking lots have been designed to efficiently enable vehicle circulation through parking lots around the site with adequate space to enable backing into the loading docks. As required, all trucks and machinery would be equipped with warning sounds (high pitch beeping) consistent with the Occupational Safety and Health Administration (OSHA) requirements. Additionally, the project site would include 8 bicycle parking stalls. **Table 2-2:** *Project Parking* shows these parking in a tabular format.

Table 2-2: Project Parking

Automobile Parking	Stalls	Truck Parking	Spaces
Accessible	8	Dock Doors	87
Standard Stalls	145	Grade Doors	3
EV/Carpool Parking Stalls	21	Trailer parking	227
Total	**174**	**Total**	**317**

Landscaping and Retention Basins

Approximately 315,700 square feet (21.62%) of the site would be used for landscaping and/or drainage areas. Landscaping would be installed around the perimeter of the entire project site with landscaping along Ellis Avenue, the northwesterly corner of the project site, and within the parking areas providing the most vegetative cover for visual screening and to provide opportunities for drainage control. Landscaping in these areas adjacent to Ellis Avenue would range in width from 20 feet to 56 feet, with rows of staggered tree plantings to obscure views of the building. Other landscaping would include a single row of trees as well as ground plantings along the southerly, westerly, and easterly project boundaries. These areas are adjacent to an existing industrial use and vacant lot, the existing BNSF/Metrolink railway and less travelled Case Road, and Action Star Paintball Park.

The landscaping plan for the project would include planting 191 trees of 9 different species. This would include London Plane Tree (*Plantanus acerifolia*), Blue Palo Verde (*Cercidium x*.), Crape Myrtle (*Lagerstroemia I.*), African Sumac (*Rhus lancea*), Brisbane Box (*Tristania conferta*), Fern Pine (*Podocarpus gracilior*), Mondell Pine (*Pinus eldarica*), Coast Live Oak (*Quercus agrifolia*), and Holly Oak (*Quercus ilex*). The project also proposes to plant 5 species of shrubs which consist of the Purple Hopseed Bush (*Dondonaea v. 'purpurea'*), Coast Rosemarry (*Westringia fruticose*), Texas Ranger (*Leucophyllum f. 'green cloud'*), Texas Privet (*Ligudtrum texanum*), and Dwarf Bottle Brush (*callistemon Little john*'). The project also proposes 7 types of ground cover which would consist of Prostrate Rosemary (*Romarinus o.* 'prostratus'), Dwraf Lantana (*Lantana camara*), Deer Grass (*Muhlenbergia rigens*), Cleveland Sage (*Salvia clevlandia*), Red Yucca (*Hesperaloe parviflora*), Regal Mist Pink Muhly (*Muhlenbergia capillaris* 'regal mist'), and natural hydroseed. Trees also would be planted within the parking zone area in landscaped islands. Planting would be excluded from the proposed drainage basin which would be hydroseeded. See **Figure 2-8:** *Proposed Landscape Plan*.

Hydrology

The proposed project would be designed to maintain a finished floor greater than the existing FEMA 100-year flood elevation, with the exception of the portion of the site within the Special Flood Hazard Area, which would not be developed. The proposed project includes coordination with FEMA to obtain the necessary approvals prior to obtaining a grading permit from the City of Perris.

The project has been designed so that post-project drainage characteristics are similar to the current drainage patterns. The westerly edge of the project site would contain a swale to help contain the off-site run-on water from the properties to the west. On-site generated runoff would be controlled by above and below ground drainage facilities that would control and direct water to an underground storage facility in the southwest portion of the site. This facility would provide for timed discharge to the detention basin in the southernmost corner of the site to maximize infiltration and minimize stormwater runoff volumes.

The on-site basins would help control runoff using a variety of pre-treatment best management practices (BMPs). BMPs, such as connector pipe screens and mechanisms to minimize the introduction of trash, greases/fuels, debris, and controlled release, would minimize the time of concentration and the potential for pollutants to be introduced to the system and from being discharged off-site. The underground storage facility would contain two modular wetland systems (MWS) that would be used to treat the water and sized based on the anticipated runoff volumes. The landscaped areas and vegetated swales also would function as biological filters, promote infiltration, and reduce the volumes of runoff from entering the storm drainage system.

Drainage Management

The drainage systems would be connected with four connector pipe screens located within the northerly parking area in the northerly area of the project site. These inlets would have a pre-treatment device at the proposed catch basin location and would then route the water via underground piping along the east or west sides of the structure and then to the southwest to the underground storage facility and two modular wetland systems (MWS) for additional treatment. The underground storage would provide a storage volume for 25,020 cubic feet of water, have a depth of approximately 4'2", and have a footprint of approximately 6,005 square feet. The system would be sized to store the minimum required design capture volume while enabling timed release. This would facilitate an acceptable drawdown time (i.e., within 48 hours) and discharge to one of the two MWS for treatment. The MWS would include a treatment system that would help separate sediment and contaminants such as hydrocarbons in the runoff before being discharged to the detention basin.

Other water quality features included in the project drainage design are Low Impact Development (LID) concepts and best management practices (BMPs). The proposed BMPs and LIDs include measures such as those including the landscaped areas that promote infiltration, ground water recharge, reduce runoff from the site, and help trap sediments and pollutants being discharged to downstream receiving waters. Other BMPs that would be included are marked storm drainage systems, requirements to clean debris and trash from the site, clean-up of spills, and other measures to help ensure that pollutants are controlled on the project site prior to reaching the storm water drainage system.

Roadway and ROW Improvements

Access to the project site would be provided via Ellis Avenue. The driveways to Ellis Avenue would be constructed consistent with City design standards and provide adequate turning radius and site distances to access Ellis Avenue.

Utility Infrastructure

There is no existing utility access (water, sewer, electricity, gas) to the project site. Project implementation would require construction of on-site utility infrastructure to serve the proposed warehouse buildings. The project would connect proposed utilities to existing off-site utility infrastructure within the adjacent roadways with the final sizing and design occurring during final building design and plan review.

Water and Sewer

The project site is within the Eastern Municipal Water District (EMWD) jurisdictional boundaries for sewer and water. The project site is outside the City of Perris Public Works service area which extends south of Nuevo Road, north of Mountain Avenue, west of Ruby Drive and east of Park Avenue. The project site

does not have existing sewer or water service but there are existing EMWD utilities within Ellis Avenue. The proposed project would provide new connections to the sewer and water systems.

Wastewater would be treated at the Perris Valley Regional Water Reclamation Facility which has a current capacity of 22 million gallons per day (mgd) and has a typical daily flow of approximately 15.5 mgd, leaving approximately 6.5 mgd. Buildout capacity is anticipated to be approximately 100 mgd.

Stormwater Management

The City of Perris Public Works is responsible for stormwater management within the City. The project site does not have existing stormwater facilities and there are no stormwater facilities in Ellis Avenue that could be used by the project.

With implementation of the drainage plan discussed above, the proposed project would implement the requirements of the City's two-phase process for ensuring water quality, which includes development of a WQMP. The WQMP would comply with the requirements of City of Perris for Water Quality Ordinance No. 1194, and all improvements would require approval by the City. Accordingly, and as discussed above, a drainage plan has been prepared for the proposed project that includes LIDs and BMPs for post construction runoff and stormwater control. The project also would implement a Stormwater Pollution Prevention Plan (SWPPP) with BMPs that would be in place during construction.

Dry Utilities and Solid Waste Management.

Southern California Electrical (SCE) provides electrical power to the project site vicinity, Southern California Gas provides gas to the project site vicinity, and Verizon provides the telephone service to the project site vicinity. The project would tie into existing lines within Ellis Avenue to obtain services for the project.

Project Construction and Operations

Cut and Fill

Based the existing topography grading of the project site would involve approximately 8,600 cubic yards of cut and approximately 150,000 cubic yards of fill. The proposed project would require the import of approximately 140,000 cubic yards of fill soil. Cut and fill slopes of approximately 40 feet on the northern side of the project site would be necessary to achieve the proposed building pad grades.

Construction. The project would be constructed over approximately 12 months, estimated to begin in March of 2024. The project would be constructed in one comprehensive phase and would follow a conventional construction sequence of demolition, site preparation, grading/earthwork, paving, building construction, and architectural coating. It is anticipated that construction would typically occur five days a week (Monday through Friday) beginning at 7:00 a.m. and possibly extending as late as 7:00 p.m.

Typical construction equipment associated with site development would include, but not be limited to, graders and scrapers during site preparation; graders, scrapers, and dozers during grading; cranes, lifts, generators, and welders during building construction; and air compressors during architectural coating. Typical equipment used during site development grading and excavation includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers.

As discussed above, the project would also be required to prepare an SWPPP under the National Pollution Discharge Elimination System (NPDES) General Construction Permit and the Perris Municipal Code. The

SWPPP would include BMPs to be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby bodies of water.

Operation. Operations at the project site are anticipated to begin in the third quarter of 2025. The proposed project would likely operate for shipping and receiving of goods and/or as a fulfillment center for customers to enable a faster and more efficient means of shipping. Materials and goods would likely be delivered and shipped via line-haul trucks (18-wheeler trailer trucks). If deliveries are made from the warehouse directly to customers, products could be loaded into small delivery vehicles (typically vans) and delivered to customers. Typical hours of operation are anticipated to be from 7:00-AM to 6:00 PM with some intermittent operations occurring outside of these times.

2.7 General Plan and Zoning

The purpose of a city or County General Plan is to guide land use and planning decisions within a given jurisdiction. The General Plan defines boundaries of land uses and sets forth goals and policies to help provide for orderly development and provision of services. The specific nature of the development will depend largely on physical, environmental, and economic conditions and jurisdictions have processes that enable the amending or changing of land uses to enable flexibility and to be responsive to changing conditions. General Plans are often developed with defined Planning Areas that more specifically prescribe land uses and the intent of development within a given area. The City of Perris General Plan 2030 (Perris GP) has nine Planning Areas of which the project site is located within Planning Area 8: Perris Valley Airport/South Industrial, which is discussed in additional detail further below.

The Perris GP Land Use Element designates the project site as Light Industrial (LI). The LI category is within the overall Industrial designation and defines LI uses as those that include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business to business retail operations. Other allowable uses include small warehouses or equipment yards (e.g., general contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing.

Planning Area 8: Perris Valley Airport/South Industrial

As noted above, the Perris GP separates the City into various smaller individual planning areas. The planning areas can be based on topography, major local uses, proximity to transportation infrastructure, etc. The planning areas provides more specific guidance regarding the development of these area and may contain specific goals and policies defining allowable uses, and to develop a central theme for the area. For example, planning areas may focus on industrial, commercial, or residential uses, or incorporate a mix of these or others.

The proposed project is located in Planning Area 8: Perris Valley Airport/South Industrial. Planning Area 8 consists of a large area located within the southern portion of the City, generally bound by I-215 on the north and northeast, East 4th Street (State Route 74 West) to the north, East Ellis Avenue to the northwest, Watson Road to the west, and the San Jacinto River to the southeast. This area is anchored by the airport which is surrounded by areas with industrial land use designations. Planning Area 8 occupies approximately seven percent of the City's land area and also includes two specific plans: the Green Valley Specific Plan and the New Perris Specific Plan.

Truck Routes

Truck routes are used to conduct heavy vehicles from typical trip generators including agricultural, commercial, and industrial uses. The truck routes within the City codify the streets that can accommodate the size and weight of heavy trucks. The vehicles and trucks accessing and leaving the project site would be limited to using the existing designated truck routes. In January 2022, the City Council approved Perris Comprehensive General Plan 2030 Circulation Element Existing Designated Truck Routes map an update to the City's designated truck routes. The updated Truck Route map eliminated the truck route designation of Redlands Avenue to the north and left Ellis Avenue to Case Road southwest to the I-215/State Route 74 East interchange as the designated truck route available to the proposed project.

Perris Municipal Code – Title 19 (Perris Development Code)

The overall purpose of the Perris Municipal Code – Title 19 (Perris Development Code) is to protect the health, safety and welfare, of the residents of the City by establishing zone districts and development regulations within the boundaries of the City. This is done to implement the goals and policies of the Perris GP, guide development in accordance with the Perris GP, accommodate needed uses, and to have a legal framework to ensure the physical, social, and economic advantages result in orderly development based on the comprehensive general plan.

Similar to the Perris GP, the Perris Development Code also establishes and defines zones and the allowable uses within a specified zone. The project site is zoned Light Industrial (LI). The LI zone provides for light industrial uses and related activities such as manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. The Perris Development Code notes that the LI zone correlates with the Perris GP LI land use designation and that both warehouses and warehouse/distribution centers are permitted uses in this zone.

New Perris Specific Plan

The New Perris Specific Plan (NPSP) is located approximately 0.5 mile north of the project site and defines the development of an approximate 595 acres area. The NPSP is located on the northern side of I-215, which define its southern boundaries. The western boundary of this area is delineated by a site used for boat storage and what would be Murrieta Road if it extended further south. The northern boundary is delineated by San Jacinto Avenue, the northeastern boundary is defined by the Perris Valley Storm Drain and the eastern boundary is Dunlap Drive. The NPSP land uses contain a mix of uses including residential, office/commercial, commercial, hotel, research and development, open space, and recreational areas including a golf course. The NPSP is approved but has not been developed.

Green Valley Specific Plan

The Green Valley Specific Plan (GVSP) covers approximately 1,269 acres and was designed to include a mix of residential, commercial, and research and development, recreational areas including public parks and public schools. The northern boundary of the GVSP is generally delineated by three east-west roadways including Case Road (adjacent to the southern boundary of the proposed project), Watson Road, and Mapes Road. The western boundary is at Goetz Road, the southern boundary is Ethanac Road, and the eastern boundary is I-215. The GVSP is approved and is in the process of being developed. The GVSP land use designation adjacent to Case Road to the south of the project area is industrial. The nearest GVSP

land designation for residential is on the southeastern side of the San Jacinto River approximately 0.25 mile to the south of the project site.

Discretionary Actions and Approvals

Lead Agency (City of Perris)

- Development Plan Review (DPR) 22-00018

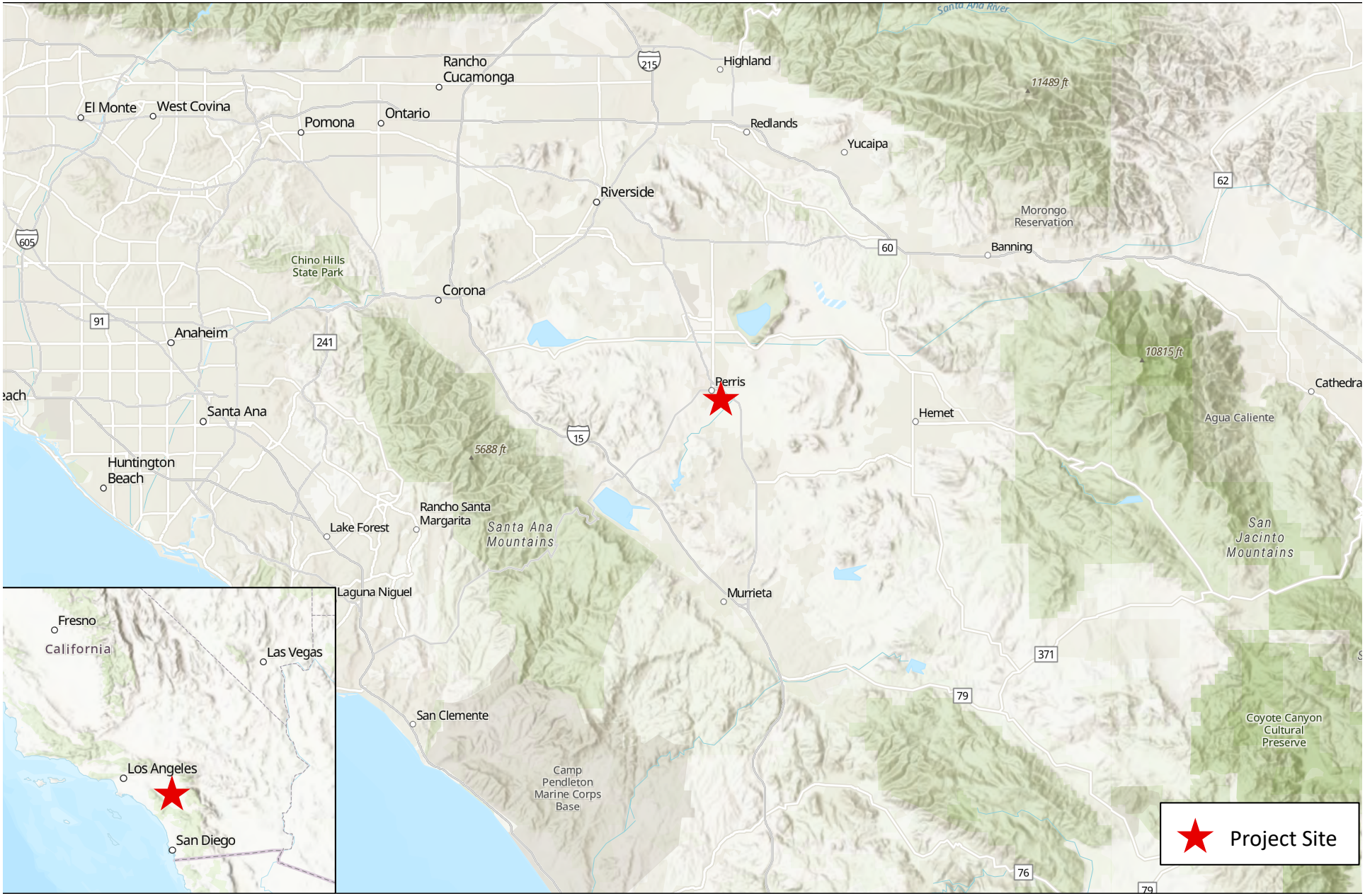
Responsible Agencies

- South Coast Air Quality Management District –Permits to install and operate a diesel fire water pump backup generator
- Regional Water Quality Control Board – General Construction Wastewater Discharge Permit
- Federal Emergency Management Agency (FEMA) – Conditional Letter of Map Revision (CLOMR)
- Eastern Municipal Water District – approval of water and sewer improvement plans

2.8 Project Objectives

State CEQA Guidelines Section 15124(b) requires that an EIR include "[a] statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the proposed project." The following objectives have been established for the proposed project:

1. Develop a warehouse use in proximity to the near Interstate-215 transportation corridor and linked truck routes.
2. Develop a single pad warehouse to be competitive within the industrial warehouse marketplace in the vicinity.
3. Develop a warehouse use compatible with adjacent and planned uses.
4. Provide new land uses consistent with the designed flexibility of the City's General Plan and Zoning Code.
5. Increase employment and create a revenue generating use consistent with market opportunities.
6. Provide utility infrastructure and landscaping improvements to the site to enhance aesthetics and ensure adequate services are available.
7. Develop a project that will not conflict with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan.
8. Facilitate movement of goods for the benefit of the local and regional economy.



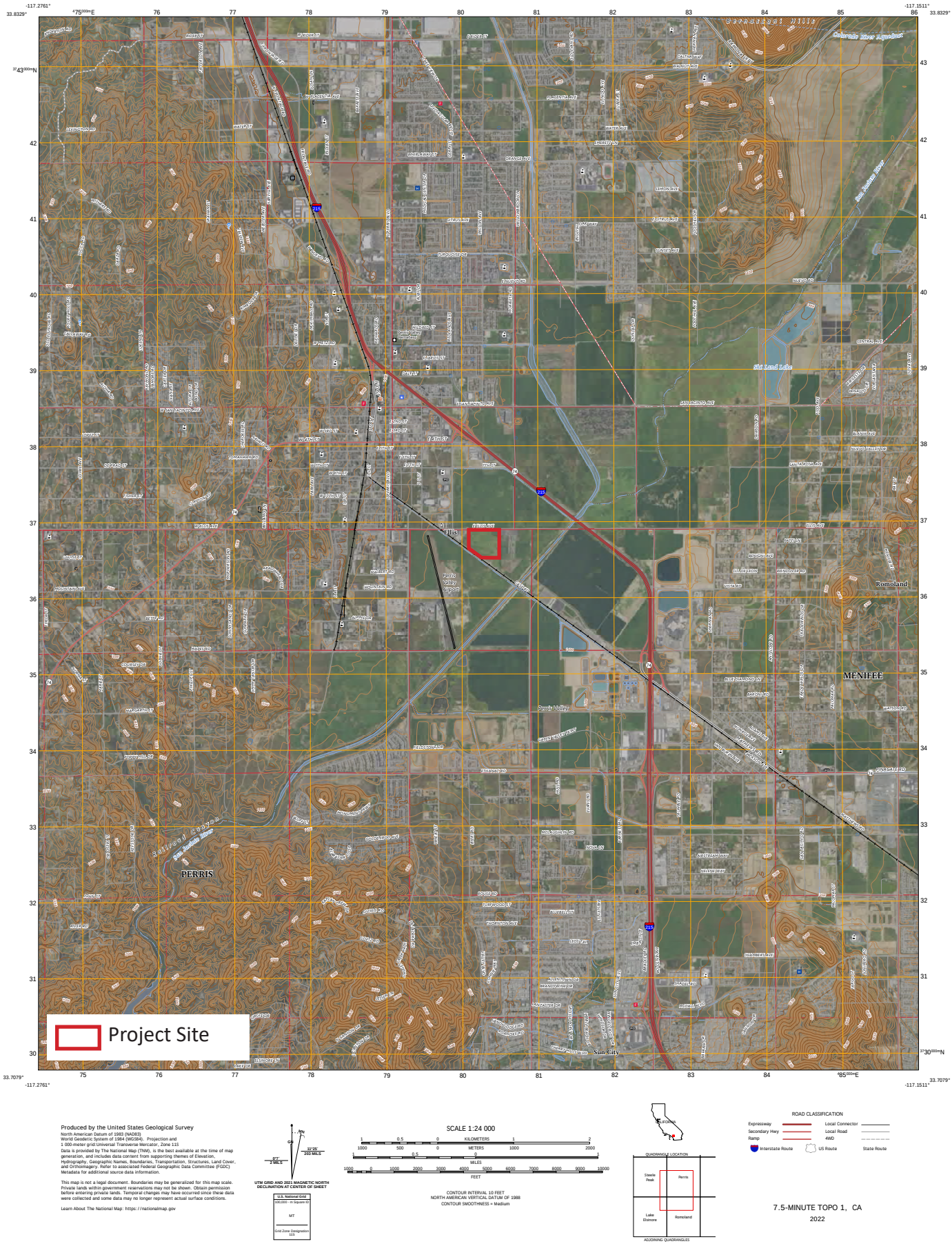
Source: ESRI, 2022

Figure 2-1: Regional Map

Ellis Logistics Center Project
NOP/Initial Study

Not to scale

Kimley»Horn



Source: United States Geological Survey, 2022

Figure 2-2: USGS Topographic Map

Ellis Logistics Center Project

NOP/Initial Study

Not to scale

Kimley»Horn

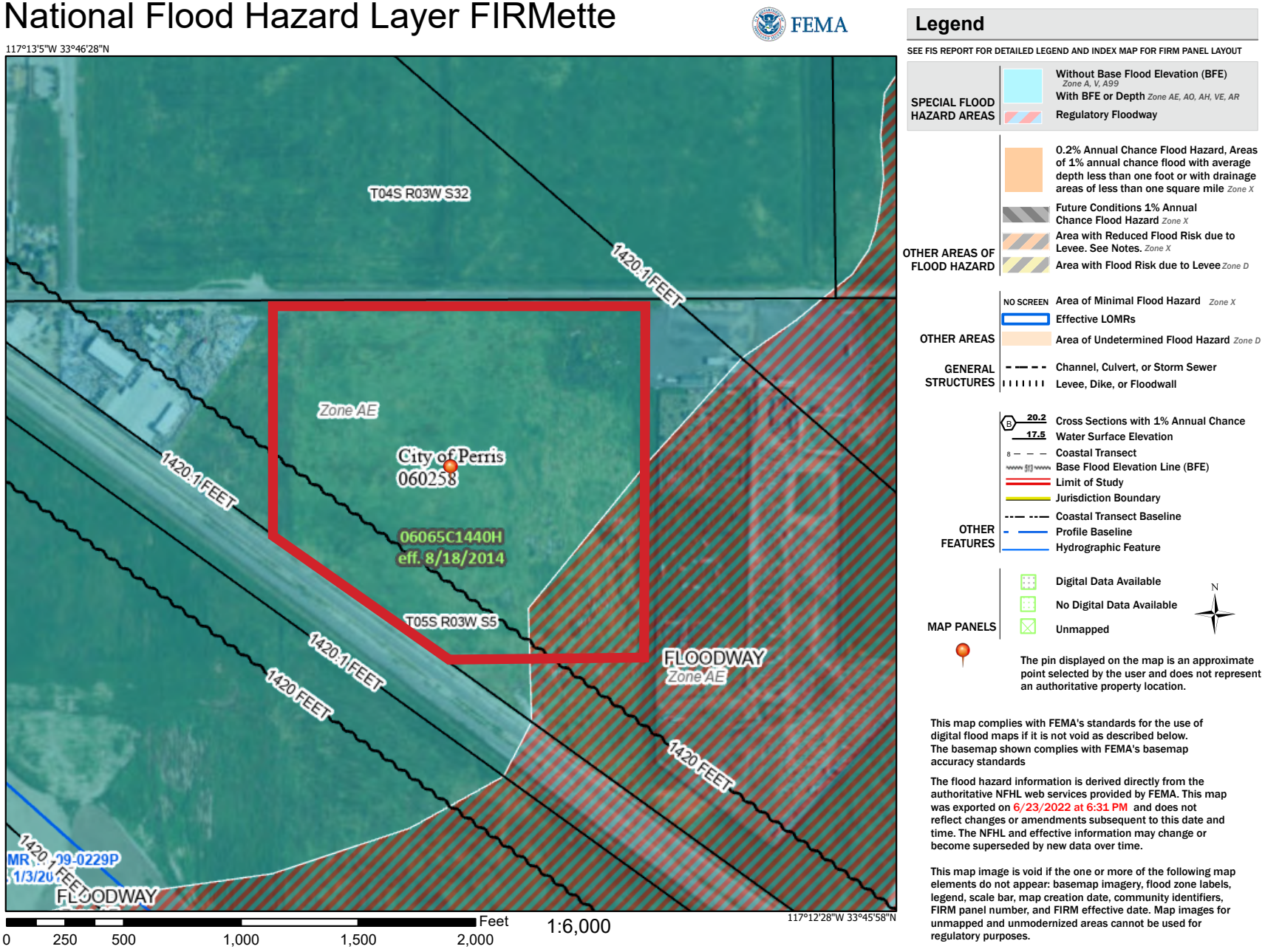
Source: ESRI, 2022

Figure 2-3: Site Vicinity Map

Ellis Logistics Center Project
NOP/Initial Study

Not to scale

Kimley»Horn



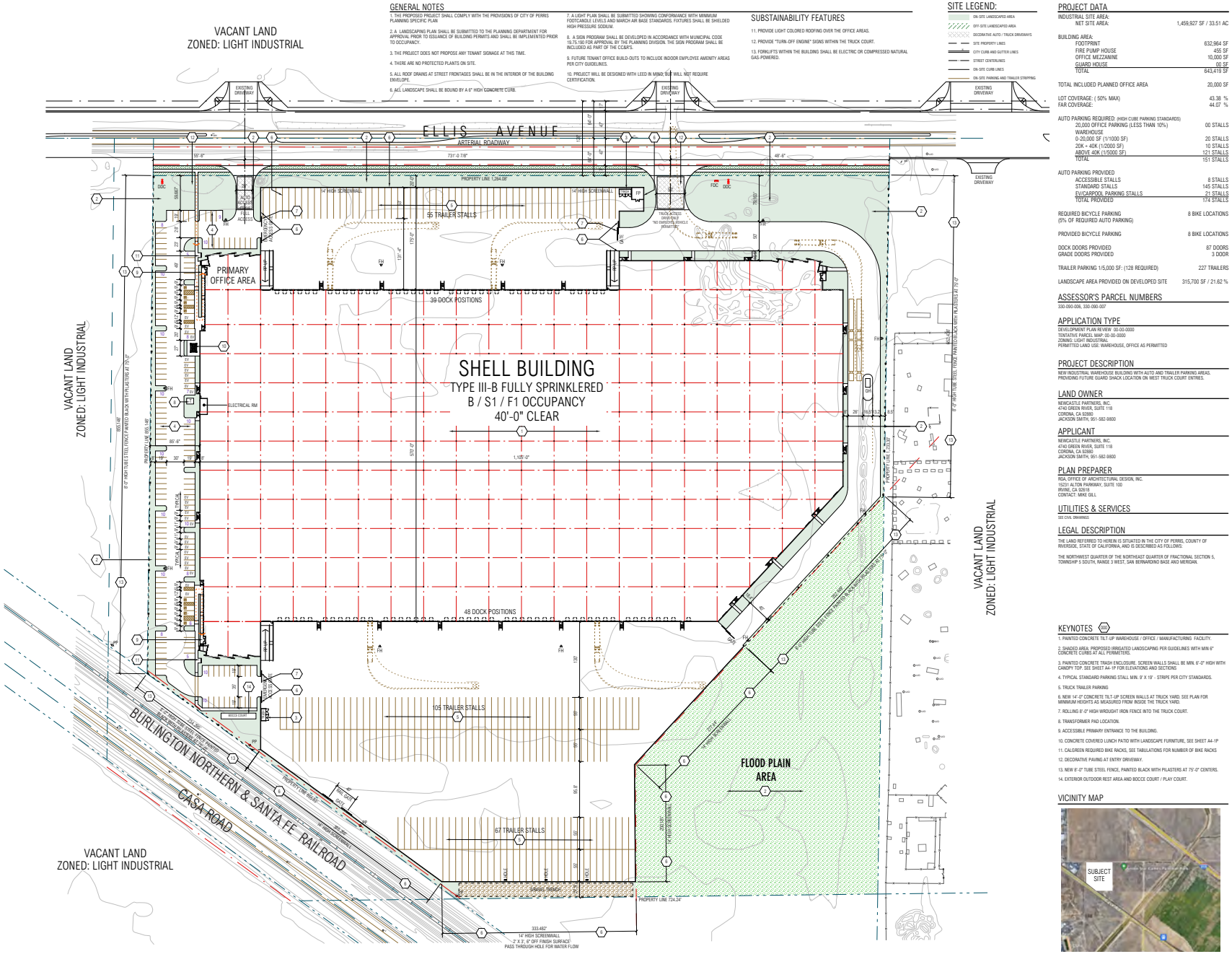
Source: FEMA, USGS, 2022

Figure 2-4: Existing FEMA Floodplain Map

Ellis Logistics Center Project
NOP/Initial Study

Not to scale

Kimley»Horn



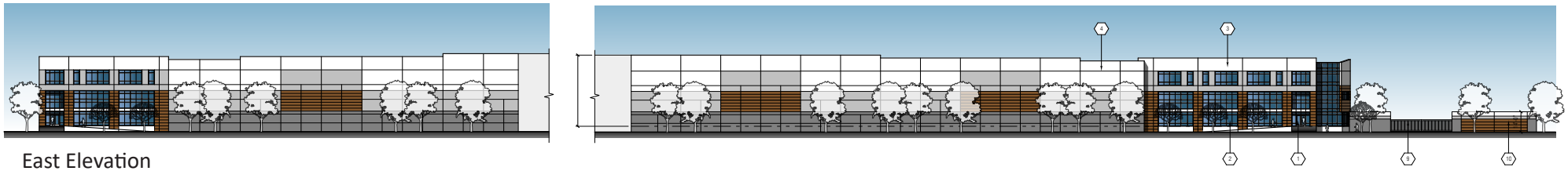
Source: RGA Office of Architectural Design, 2023

Figure 2-5: Proposed Site Plan

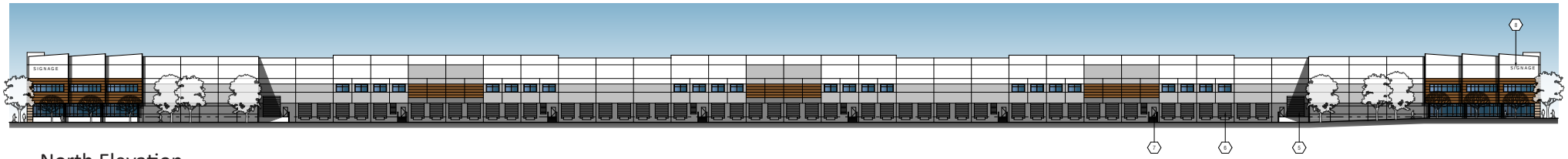
Ellis Logistics Center Project
NOP/Initial Study

Not to scale

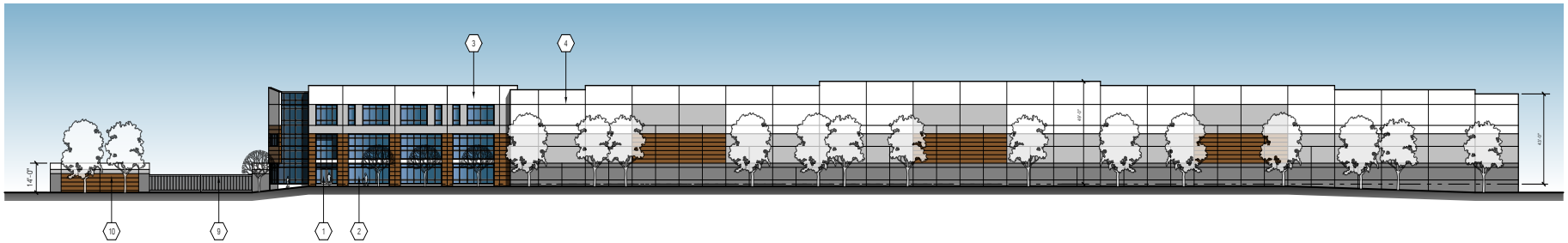
Kimley»Horn



East Elevation



North Elevation



West Elevation

South Elevation

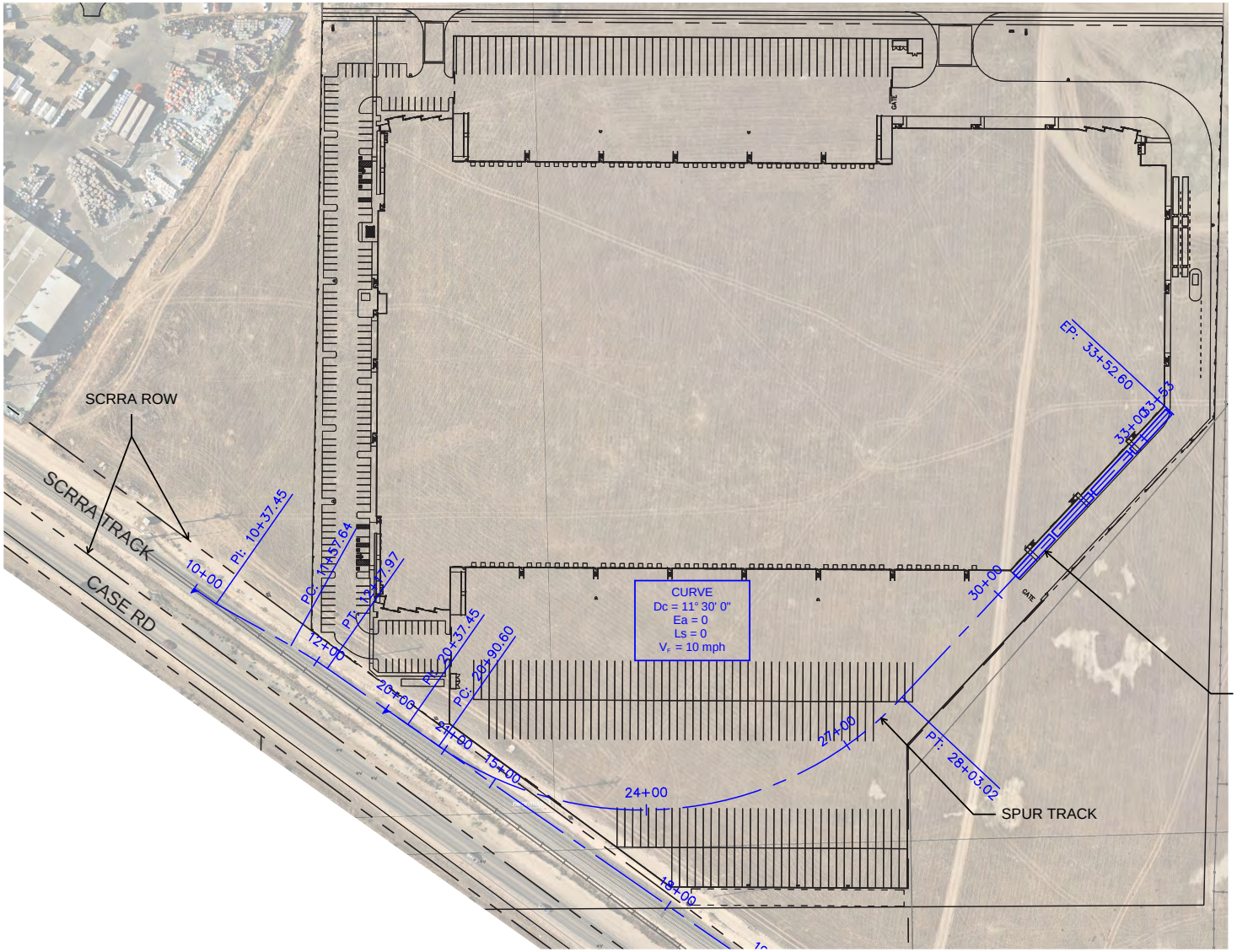
Source: RGA Office of Architectural Design, 2023

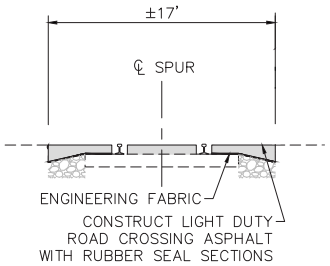
Figure 2-6: Proposed Building Elevations

Ellis Logistics Center Project
NOP/Initial Study

Not to scale

Kimley»Horn





SUMMARY:

- PROVIDES STORAGE FOR 4 RAIL CARS
- MINOR PARKING RECONFIGURATION REQUIRED
- SIDING TRACK PROVIDED FOR SWITCHING OPERATIONS AND APPROXIMATELY 500' TF FOR STORAGE
- SPUR TRACK DOES NOT DIRECTLY CONNECT WITH METROLINK PERRIS VALLEY LINE

NORTH

SCALE: 1" = 150'

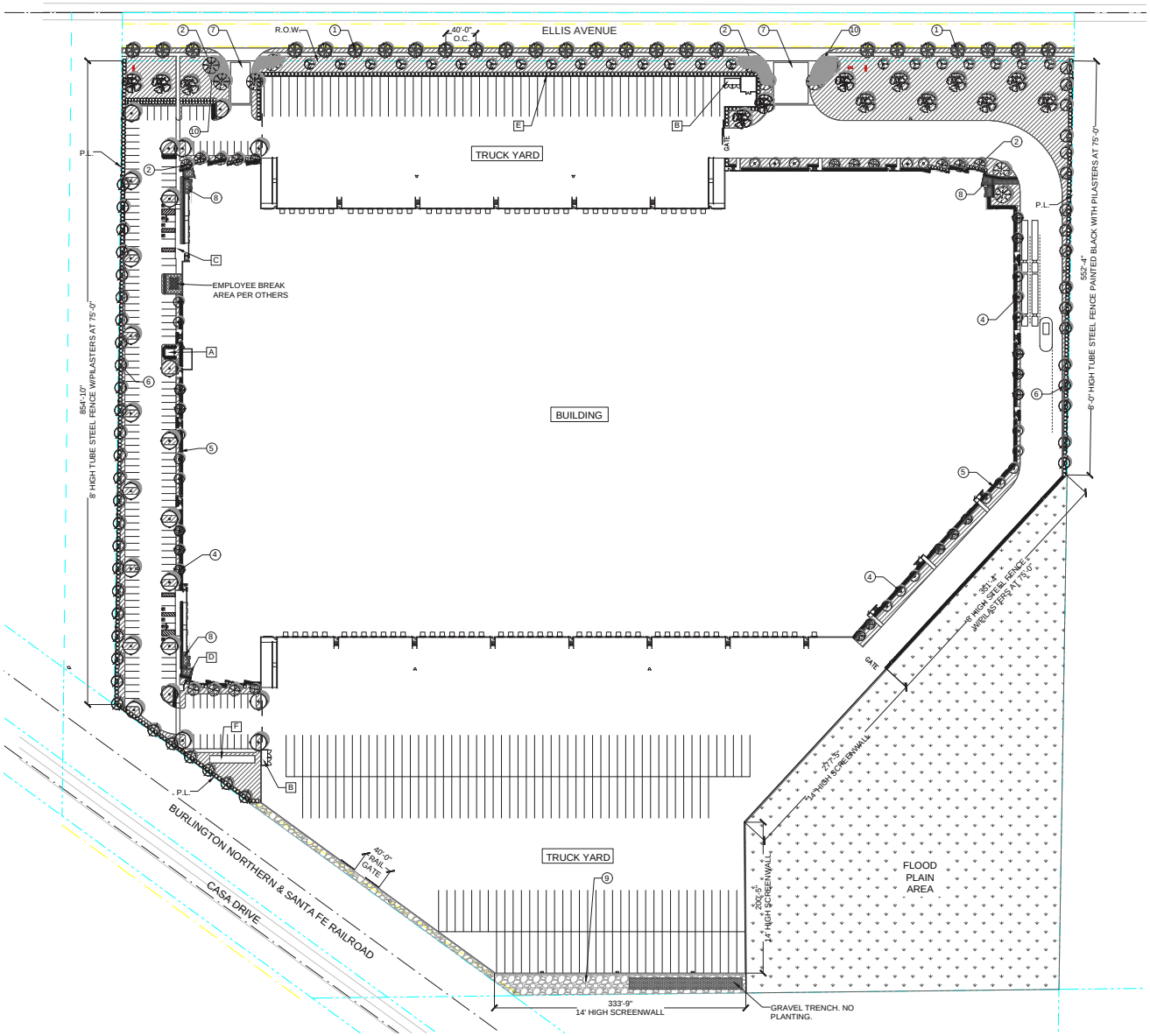
Source: Kimley-Horn Inc, 2023

Figure 2-7: Proposed Rail Spur

Ellis Logistics Center Project
NOP/Initial Study

Not to scale

Kimley»Horn



DESIGN KEY NOTES:

1. NEW STREET TREE PER PLANTING LEGEND.
2. FLOWERING ACCENT TREE AT KEY FOCAL AREAS PER PLANTING LEGEND.
3. PARKING LOT SHADE TREE PER PLANTING LEGEND.
4. VERTICAL TREE ALONG BUILDING PER PLANTING LEGEND.
5. FOUNDATION SHRUB ALONG BUILDING PER PLANTING LEGEND.
6. LARGE EVERGREEN SCREEN SHRUB ALONG PROPERTY LINE PER PLANTING LEGEND.
7. TYP. ENHANCED VEHICULAR DECORATIVE CONCRETE PAVING.
8. TYP. ENHANCED PAVING AT BUILDING ENTRY.
9. CRUSHED GRAVEL IN LANDSCAPE AREA WITHIN SECURED YARD, TYP.
10. D.G. POCKETS WITH ASSORTED SUCCULENTS.

REFRENCE KEY NOTES:

- A. TRANSFORMER PER CIVIL PLANS.
- B. TRASH ENCLOSURE PER ARCHITECTURAL PLANS.
- C. CONCRETE WALKWAY, REFER TO ARCHITECTURAL PLANS.
- D. BIKE RACK PER ARCHITECTURAL PLANS.
- E. 14'-0" HIGH SCREEN WALL PER ARCHITECTURAL PLANS.
- F. BOCCE BALL COURT

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG ELLIS AVENUE PLATANUS ACERIFOLIA, LONDON PLANE TREE 24" BOX SIZE.	25	M
	LARGE FLOWERING ACCENT TREE CERCIDIUM X. 'DESERT MUSEUM', BLUE PALO VERDE 36" BOX SIZE.	10	L
	SMALL FLOWERING ACCENT TREE LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 24" BOX SIZE.	10	M
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE.	23	L
	VERTICAL TREE ALONG BUILDING TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE.	20	L
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE.	21	M
	EVERGREEN TREE ALONG PROPERTY LINE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	47	L
	LARGE CA NATIVE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 24" BOX SIZE.	13	L
	CA NATIVE TREE QUERCUS ILEX, HOLLY OAK 24" BOX SIZE	22	L

SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE.	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE.	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE.	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE.	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE.	L

GROUND COVERS - - GROUND COVER AND SHRUB MASSES SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL @ 24" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 5 GAL. SIZE @ 42" O.C.	M
	SALVIA CLEVLANDII, CLEVLAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	HESPERALOE PARVIFLORA, RED YUCCA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA CAPILLARIS 'REGAL MIST', REGAL MIST PINK MUHLY 5 GAL. SIZE @ 30" O.C.	L
	NATURAL HYDROSEED WITH TEMPORARY IRRIGATION	

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-1881 WATER ORDINANCE.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY':

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

0 60' 120' 180'
SCALE: 1" = 60'-0"

Source: Scott Peterson Landscape Architect, Inc. 2023

Figure 2-8: Proposed Landscape Plan

Ellis Logistics Center Project
NOP/Initial Study

Not to scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

Ellis Logistics Center Project

2. **Lead agency name and address:**

City of Perris
135 North "D" Street
Perris CA, 92570-1998

3. **Contact person and phone number:**

Alfredo Garcia, (941) 943-5003

4. **Project location:**

The project site is located in the southeastern portion of the City of Perris, Riverside County and is located approximately 1.25 miles southeast of the downtown Perris area. The project site is located approximately 0.45 mile southwest of Interstate 215 (I-215), 0.7 mile southeast of State Route 74, and approximately 0.3 mile to the north of the San Jacinto River approximately. The project site is bordered by Ellis Avenue to the north and the BNSF/Metrolink railway and Case Road to the southwest. Please see **Figure 2-3**.

5. **Project sponsor's name and address:**

CRP NC South Perris Owner LLC
4740 Green River Road #110
Corona CA, 92878

6. **General plan designation:**

Light Industrial (LI)

7. **Zoning:**

Light Industrial (LI)

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

The proposed project consists of the development of a warehouse facility on APN 330-090-006 and APN 330-090-007 consisting of approximately 33.52 acres. The proposed project consists of a 40-foot-tall "high-cube" logistics warehouse building of approximately 643,419 square feet (sf). The proposed structure would be a concrete tilt up warehouse building and would have a roof line of approximately 40 feet in height but have altering parapets between 43 feet and 49 feet. Landscaping also is included and would encircle the site along the perimeter of the site and within interior parking lots. Direct access onto the project site would be via one of two driveways that would be constructed with access directly onto Ellis Avenue. The westerly driveway would be approximately 28 feet wide and used for car access only. The easterly driveway would be approximately 50 feet wide and used for truck access only. No other access points are proposed. Standard automobile parking would be located on the west side of the site. The proposed project would provide 174 automobile parking stalls. Additionally, 227 trailer stalls and 87 dock doors would be provided along the north and south property lines. The project site would also have access from the adjacent BNSF/Southern California Railroad Authority (SCRRA) Metrolink railway adjacent to the project site to the south. The applicant proposes to extend a rail spur track that extends from the existing rail track north into the project site, such that rail cars could be

loaded or unloaded directly from the proposed building. The proposed spur includes storage for 4 rail cars, siding track to allow for switching operations. The project would be constructed over approximately 12 months, currently estimated to begin in March of 2024. The project would be constructed in one comprehensive phase and would follow a conventional construction sequence of demolition, site preparation, grading/earthwork, paving, building construction, and architectural coating. It is anticipated that construction would typically occur five days a week (Monday through Friday) from 7:00 a.m. to as late as 7:00 p.m. Operations would be anticipated to commence in the third quarter of 2025.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Immediately surrounding the project site, the property to the north across East Ellis Avenue was previously vacant land (as of January 2021) but is currently being developed with a light industrial warehouse. The properties to the west include a vacant parcel and one developed with a plastics recycling business (this property was vacant through 1992 but has since operated as a truck yard, mobile home safety products, lumber sales, and fabrication). Immediately to the south is the BNSF/Metrolink railway, Case Road, and undeveloped vacant land. Directly bordering the project site to the east is the Action Star Paintball Park and conservation land dedicated to the Regional Conservation Authority of Western Riverside County.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- California Department of Fish and Wildlife
- Western Riverside Regional Conservation Authority
- South Coast Air Quality Management District –Permits to install and operate a diesel fire water pump backup generator
- Regional Water Quality Control Board – General Construction Wastewater Discharge Permit
- Federal Emergency Management Agency (FEMA) – Conditional Letter of Map Revision (CLOMR)
- Eastern Municipal Water District – approval of water and sewer improvement plans

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

AB52 letters were sent to the following six (6) tribes; Agua Caliente Band of Cahuilla Indians, Soboba Band of Luiseno Indians, Pechanga Band of Mission Indians, Rincon Band of Mission Indians, Luiseno Indians, and Morongo Band of Missions Indians. At the time of preparation of this Initial Study, the Pechanga Band of Mission Indians is the only tribe to formally request consultation.

3.1 Environmental Factors Potentially Affected by the Project

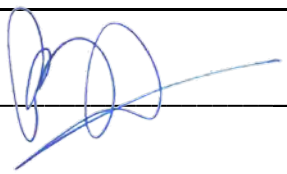
The environmental factors checked below would be potentially affected by this project, involving impacts identified as "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

X	Aesthetics		Agricultural Resources	**X**	Air Quality
X	Biological Resources	**X**	Cultural Resources	**X**	Energy
X	Geology / Soils	**X**	Greenhouse Gas Emissions	**X**	Hazards & Hazardous Materials
X	Hydrology / Water Quality	**X**	Land Use / Planning		Mineral Resources
X	Noise		Population / Housing	**X**	Public Services
	Recreation	**X**	Transportation	**X**	Tribal Cultural Resources
X	Utilities / Service Systems		Wildfire	**X**	Mandatory Findings of Significance

3.2 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 will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will 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 will be prepared.	
I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	**X**
I find that the proposed project MAY have a potentially significant or a 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

04/05/2023

Date

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless 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?			**X**	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			**X**	
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?	**X**			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**X**			

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas can be defined as the view of an area that is visually or aesthetically pleasing. Development projects can 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 proposed project site is located within the Perris Valley and the terrain is generally flat. As described in the City of Perris General Plan 2030 (Perris GP) EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points. (GPEIR, p. VI-2.) However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

The proposed project involves the construction and operation of an approximately 670,810-square-foot warehouse distribution facility and is consistent with the Perris GP land use designation of Light Industrial

(LI) and zoning of Light Industrial (LI). As the site is not a scenic vista nor would the project construction block views of a scenic vista, impacts would be less than significant.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The California Department of Transportation (Caltrans) states that a highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. State Route 74, which runs east to west through the City of Perris is listed as an "Eligible," but not a "Designated" state scenic highway. The closest segment of State Route 74 to the project site is the portion that it shares with I-215, located 0.5 mile north of the project site. According to the Perris GP, no notable stands of native or mature trees exist in the City and no impact is associated with development consistent with the General Plan area. Therefore, there are no significant scenic resources within the proposed project site, and construction and operation of the proposed project will not substantially damage scenic resources. Furthermore, the project does not impact any scenic resources within a state scenic highway. Therefore, impacts are considered less than significant.

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?

Potentially Significant Impact. The project site is currently disturbed undeveloped land. Due to the development of the proposed project, the undeveloped character of the area may be adversely affected, and therefore the project's potential to substantially degrade its existing visual character or quality of the site and its surroundings will be further evaluated in an EIR

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

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 warehouse would potentially create a substantial new light source; therefore, this potential impact will be further evaluated in an EIR.

4.2 Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. The project site is subject to on-going weed abatement and disking activities and is not used for agricultural production. While the project site is classified as Farmland of Local

Importance by the California Department of Conservation's California Important Farmland Finder (CDOC), there are no agricultural operations on site. The subject property may have been used for cultivation of hay or grain products in the 1930s through the 1950s, but there does not appear to have been any agricultural activities from the 1960s to the present (Haley Aldrich, 2022).

Per Public Resources Code Section 21060.1, Farmland is defined as prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California. Farmland of Local Importance is determined by each county's board of supervisors and a local advisory committee and is not considered within the definition of "agricultural land." As a result, the loss of Farmland of Local Importance would not be subject to this threshold. Accordingly, since the project site does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), there would be no impact and further discussion is not warranted in an EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act is applicable to agricultural lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. As discussed above, the project is designated as Farmland of Local Importance and is not eligible for a Williamson Act Contract. In addition, the proposed project site is zoned LI. Therefore, since the project would not affect any existing zoning for agricultural use or a Williamson Act Contract, no impact would occur and further discussion in an EIR is not required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The current land is disturbed and vacant and does not contain any trees that would be useable as timber or defined as timberland. As mentioned above, the proposed project is zoned LI. There are no existing or proposed zoning of forest land, timber land, or Timberland Production Zones within the City and therefore, no timber production occurs within the City boundaries. As a result, there would be no impact on forest land, timberland, or timberland production and further discussion in an EIR is not required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As mentioned above, there is no land use designation or zoning of forest land or timber production in the City. In addition, the project site does not contain any trees or area that would be usable or feasible for timber production or as forest land. Therefore, implementation of the proposed project would not result in the loss of forest land nor the conversion of forest land to non-forest uses. There is no impact and further discussion in an EIR is not required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed above, the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), is not used for agricultural production, is not designated or zoned as forest land, and could not be used for timber production. There is also no Farmland or forestland in the immediate vicinity of the project site and the proposed project would not result in or induce any unwanted conversions. Therefore, implementation of the project would not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. There is no impact and further discussion in an EIR is not required.

Cumulative Impacts

The proposed project would have no impact on agricultural and forestry resources. Therefore, the proposed project would not contribute to a cumulatively significant impact and project impacts are less than cumulatively considerable.

4.3 Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	**X**			
b) 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?	**X**			
c) Expose sensitive receptors to substantial pollutant concentrations?	**X**			
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	**X**			

a) Conflict with or obstruct implementation of the applicable air quality plan?

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. Analysis in an EIR will evaluated the project for its inclusion of needed measures and its potential to conflict with or obstruct implementation of the AQMP.

b) 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?

Potentially Significant Impact. The SCAB is in non-attainment for criteria air pollutants including $PM_{2.5}$ and Ozone (O_3) (SCAQMD, 2022). The proposed project would result in emissions of these and other criteria pollutants. Analysis of cumulative air quality impacts will be included in an EIR to determine whether the project would generate a substantial increase in criteria pollutants above the thresholds of significance established by the SCAQMD.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are children, elderly, asthmatics and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution. The nearest sensitive receptors are within approximately 0.5-mile to the project site. As such, air quality emissions could result in impacts to these sensitive populations. The impacts are potentially significant and will be further analyzed in an EIR.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Potentially Significant Impact. Land uses that are typically considered to produce objectionable odors include wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. While operational uses of the proposed project do not include these uses, exhaust from idling vehicles and from heavy equipment/machinery could result in odor impacts. 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 or time beyond the project's boundaries, impacts are potentially significant and will be further analyzed in an EIR.

4.4 Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**X**			
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 Wildlife or US Fish and Wildlife Service?				**X**
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				**X**
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?	**X**			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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?	**X**			

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The project site primarily consists of vacant, undeveloped land that has been subject to past agricultural activities and more recent weed abatement and disking activities. The project site is classified as disturbed and contains a single plant community, non-native grassland, but has the potential to support other sensitive status animal and plant species. The project site does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils that would be considered jurisdictional or that would typically support sensitive status wetland species.

Sensitive status plant and animal species that have a moderate to low potential to occur within the project site vicinity include Coopers Hawk (Accipiter cooperii), sharp-shinned hawk (Accipiter stiatus), great egret (Ardea alba), great blue heron (Ardea Herodias), burrowing owl (Athene cunicularia), northern harrier (Circus hudsonius), white-tailed kite (Elanus leucurus), California horned lark (Eremophila alpestric actia), prairie falcon (Falco mexicanus), loggerhead shrike (Lanius ludovicianus), California gull (Larus californicus), Munz's onion (allium munzii), San Jacinto Valley crownscale (Atriplex coronate var. notatior), parish's brittlescale (atriplex parishii), 34anicula's saltscale (Atriplex serenana var. davidonii), thread-leaved brodiaea (Brodiaea filifolia), smooth tarplant (Centromadia pungens ssp. laevis), paniculate tarplant (Deinandra 34aniculate), vernal barley (Hordeum intercedens), Coulter's goldfields (Lasthenia glabrata ssp. coulteri), little mousetail (Myosurus minimus ssp. apus), spreading navarretia (Navarretia fossalis), and Wright's trichocoronis (Trichocoronis wrightii var. wrightii). Development of the project site may have the potential to impact the listed species and will be further evaluated in an EIR.

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 Wildlife or US Fish and Wildlife Service?

No Impact. The project site primarily consists of vacant, undeveloped land that has been subject to weed abatement and disking activities. The project site does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils. The biological resources assessment conducted for the project site revealed there are no jurisdictional drainage and/or wetland features or blueline streams.

The routine weed abatement and disking activities have eliminated the natural plant communities that were once present on and surrounding the project site resulting in the site being dominated by non-native grasses. There are no native plant communities or natural communities of special concern on or adjacent to the project site. The project site was evaluated for its potential to contain three California Department of Fish and Wildlife (CDFW) sensitive habitats including Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. All three habitats were absent.

Based on the information contained in the biological resources assessment, development of the project site would not result in impacts to Army Corps of Engineers (USACE), California Regional Water Quality Control Board (RWQCB), or CDFW jurisdictional waters. There also are no sensitive habitats, native plant

communities, riparian or wetland areas that would be disturbed or impacted. No further analysis in an EIR would be required.

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?

No Impact. The project site is in the desert region of Riverside County. It does not contain any federally protected wetlands, marshes or vernal pools, or other protected waterways, as defined by Section 404 of the Clean Water Act. Accordingly, implementation of the proposed project would not result in impacts related to wetlands. The biological resources assessment noted that no jurisdictional drainage and/or wetland features were observed on the project site. Further, no blueline streams have been recorded on the project site. As such, development of the project would not result in impacts to USACE, RWQCB, or CDFW jurisdiction and regulatory approvals from these agencies would not be required. Accordingly, there is no impact and additional discussion in an EIR is not required.

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?

Potentially Significant Impact. The project site and immediately surrounding areas may be used for migration or dispersal of some native resident or wildlife species. Construction and operation of the proposed project could remove foraging and nesting habitat for some sensitive animal and avian species. While the project has no potential to affect an aquatic species, the potential for impacts to occur to other species will be evaluated in an EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site does not contain any trees and consists of vacant and undeveloped land that has been subject to past agricultural activities and recent weed abatement and disking activities. The project site does not contain any trees and no impacts would occur in this regard. No additional discussion is required in an EIR.

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?

Potentially Significant Impact. The project site is located in the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP) boundary. Impacts on this issue are potentially significant and will be analyzed in an EIR.

4.5 Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	**X**			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	**X**			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**X**			

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Potentially Significant Impact. The project site consists of undeveloped previously disturbed land that is routinely disked for vegetation and weed control. Development of the proposed project would require ground disturbance including grading and excavation to enable construction of the warehouse and could impact buried and/or unknown historical resources that are located on the site. A cultural resources study will be prepared which will evaluate the potential for the project to result in impacts to these resources and will be further discussed in an EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. The project site consists of undeveloped and previously disturbed land that is routinely disked for vegetation and weed control. Development of the proposed project would require ground disturbance for the construction of the warehouse and could impact unknown cultural resources that are located on the site. A cultural resources study will be prepared which will evaluate the potential for the project to result in impacts to these resources and will be further discussed in an EIR.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

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. If unknown remains are located during construction impacts would be potentially significant. This will be further analyzed in an EIR.

4.6 Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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?	**X**			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**X**			

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. The proposed project has the potential to result in impacts to energy if energy needed to construct or operate the project results in wasteful, inefficient, or unnecessary consumption of energy. Impacts would be potentially significant and will be further evaluated in an EIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. The proposed project would be required to comply with City, state, and federal energy conservation measures during construction and operation of the project. Although the project is not anticipated to conflict with these regulations and the project will incorporate several energy saving measures, impacts would remain potentially significant and they will be further analyzed in an EIR.

4.7 Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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.				X
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?	X			
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
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?	X			
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 wastewater?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**X**			

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.

No Impact. Primary ground rupture is ground deformation that occurs along the surface trace of the causative fault during an earthquake. The project site is not transected by known active or potentially active faults. The nearest known faults to the project site include the Casa Loma Fault, in the San Jacinto Fault zone, located approximately 10 miles northeast of the project site and the Glen Ivy North Fault located approximately 10 miles to the west. According to the California Department of Conservation (CDOC) mapping system that shows earthquake zones of required investigation, these faults also represent the nearest Alquist-Priolo Special Studies Zone (CDOC, 2022). Thus, due to the distance from these nearest active faults, no impact associated with fault rupture would occur. No further analysis regarding the project site and its location within or proximity to an Alquist Priolo Fault zone in an EIR is warranted.

ii. Strong seismic ground shaking?

Potentially Significant Impact. Due to the location of active faults in the region, strong seismic ground shaking could occur at the project site. Strong seismic ground shaking could result in damage to structures resulting in the of property and impacts to human health and safety. Construction of the proposed project would be subject to California Government Code Section 65302(g)(1) - (8), and International Building Code and California Building Code earthquake construction standards, including those relating to soil characteristics. Adherence to all applicable regulations are anticipated to reduce potential impacts. Further analysis in an EIR is warranted.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Seismically induced liquefaction occurs when loose, water-saturated sediments of relatively low density are subjected to cyclic shaking that causes soils to lose strengths or stiffness because of increased pore water pressure. Liquefaction generally occurs during a seismic event in certain types of soil deposits and the presence of a relatively shallow water table The project site has not been mapped by the California Geologic Survey (CGS) as being within a liquefaction hazard zones but based on the Perris GP Safety Element and the geotechnical report prepared for the project,

the project site is located in an area with moderate liquefaction susceptibility. This will be further discussed in an EIR.

iv. Landslides?

No Impact. The project site is located in a relatively flat-lying plain, does not contain any steep slopes, and is not adjacent to any area with steep slopes. The project site is not shown on the CDOC mapping for zones of required investigation related to landslides. In addition, the Perris GP Safety Element (Figure S-7 – Landslide Susceptibility in the General Plan Safety Element), shows that the project site is outside area that could experience landslides. The nearest areas with land sliding risk are located approximately 1.5 miles to the west and the risk in that location is designated as low. The nearest area with a high risk is approximately 3.0 miles to the southwest. Should a landslide in that area occur, there is no potential for it affect the project site. Thus, there is no potential for landslides on the project site or in nearby areas. Further evaluation in an EIR is not required.

b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Removal of vegetation and subsequent excavation and grading that would result in bare soi would occur during construction of the proposed project. It is anticipated that excavations for the proposed construction can be accomplished with conventional earthmoving and heavy-duty equipment. Bare soil could be eroded if exposed to rain or wind events. An SWPPP with BMPs would be developed to prevent sediments and pollutants from construction activities from moving off-site. Although impacts are anticipated to be less than significant, impacts related to soil erosion and the loss of topsoil will be evaluated in an EIR.

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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. The project site lies in a relatively flat-lying plain where landslides, lateral spreading, subsidence, and collapse are not anticipated. Lateral spreading is related to landslides and can occur on gentle slopes including slopes created for building pads. Subsidence is a general term for downward vertical movement of the Earth's surface and can be caused by both natural processes and human activities. Collapse occurs when the underlying soils cannot support the weight of the overburden. While landslides risks are low and do not require additional consideration in the EIR, the project site's potential to experience lateral spreading, subsidence, and collapse related to geologic instability will be evaluated in an EIR.

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?

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

impact of expansive soils. Impacts for this issue area are anticipated to be less than significant; nevertheless, further analysis in an EIR is warranted.

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?

No Impact. The proposed project includes the construction an approximately 665,355 square foot "high-cube" warehouse that would connected to the existing sanitary sewer system to have wastewater disposed of at the Perris Valley Regional Water Treatment Facility approximately 0.5 mile southeast of the project site. The project does not include septic systems or other alternative wastewater disposal systems. Impacts would not occur do not require additional evaluation in an EIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The project site consists of undeveloped but previously disturbed land. According to the Perris GP Conservation Element Exhibit CN-7: Paleontological Sensitivity, the project site is within Paleontological Sensitivity Area 5 (Low to High Sensitivity) and contains young Quaternary alluvium overlying older Pleistocene fan deposits. Once excavation in this area reaches five feet below the modern ground surface, the potential for impacts to fossil resources changes from low to high potential. (Perris GP Conservation Element, pp. 26-27.) Grading and excavation needed to construct the proposed project would result in ground disturbance, which could damage or destroy buried and unknown unique paleontological resources or unique geologic feature. Further evaluation of the potential impacts to these resources will be provided in an EIR.

4.8 Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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?	**X**			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**X**			

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?

Potential Significant Impact. Global climate change is an international phenomenon. Greenhouse Gases (GHG) emitted by human activity are implicated in global climate change or global warming. The principal GHG are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (NO_x), ozone (O_3), water vapor, and fluorinated gases. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions in California. The primary source of GHG emissions generated by the project during construction would be from mobile sources, including heavy duty equipment, material delivery and other trucks and worker vehicles. The primary source of GHG emissions from the project during operation would be mobile sources.

In 2006 the regulatory environment changed as the California state legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 describes how global climate change would affect the environment in California and required the California Air Resources Board (CARB) to determine the GHG emissions level from 1990 and then approve a statewide GHG emissions limit equivalent to that level, which was supposed to be achieved by 2020.

Project impacts related to GHG generation and potential conflicts with applicable State GHG reduction measures and General Plan policies will be evaluated in an EIR.

4.9 Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 materials?	**X**			
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?	**X**			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
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?				**X**
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 for people residing or working in the project area?	**X**			
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**X**			

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			**X**	

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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. Nonetheless, this issue will be further evaluated in an EIR.

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?

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 issue will be further evaluated in an EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest school to the project site is Perris Lake High School, located approximately one mile west of the project site. The next closest school is the Pinacate Middle School located approximately 1.25 miles southwest of the project site. As discussed above, some hazardous substances and materials would be stored and used on the project site during construction and operation. These substances include fuels needed to operate construction equipment and vehicles, motor oil, cleaning solvents, paints, etc. However, use of these materials would be limited to the project site, are not considered acutely hazardous, and use associated with construction and operation of the project site do not have the potential to impact any schools. Therefore, the proposed 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 and further discussion in an EIR is not required.

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?

No Impact. The project site is not identified in any of the California hazardous materials lists: including the California Environmental Protection Agency's (CalEPA) Cortese List (DTSC, 2022), and is not shown on the California Department of Toxic Substances and Control (DTSC) EnviroStor database of hazardous substances release sites (DTSC, 2022); or the California Waterboards (Waterboards) Geotracker website as having experienced a spill of materials. The project site is not listed as having any other recognized environmental condition such as an underground storage tank, a leaking underground storage tank, wells, or facility that handles or disposes of materials, and it not identified as a site that otherwise uses, stores, or disposes of acutely hazardous materials (Waterboards, 2022). This is consistent with information provided by the CalEPA, which indicates there are no active Cease and Desist Orders or Clean Up and Abatement Orders for hazardous materials/facilities on 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 in this regard would occur and further discussion in an EIR is not required.

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 for people residing or working in the project area?

Potentially Significant Impact. The project is located approximately 0.3 mile from the runway of the Perris Valley Airport and is within Compatibility Zones D and E of the Perris Valley Airport Land Use Compatibility Plan. The project is also located approximately seven miles to the south of MARB/IPA and is within Compatibility Zones C2 and D of the MARB/IPA Airport Land Use Compatibility Plan. Although the project site is not located in the flight path of the airport, potential impacts will be further analyzed in an EIR.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The proposed project could physically impede the existing emergency response plan, emergency vehicle access, or personal access to the project site. The project site is located adjacent to a City of Perris evacuation route on Case Road as shown in the Perris GP Safety Element (City of Perris, 2021). While access to and from the projects 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, further analysis of this issue will be provided in an EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. The project site is currently vacant and consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances including routine disking for vegetation and weed control. The on-site vegetation is low growing and predominately consists of non-native grasses with areas of bare soil. The project site is identified as a Local Responsibility Area (LRA) as shown on the Calfire Fire Hazard Severity Zone Mapping system (Calfire, 2022). The project site is identified as being in a non-Very High Fire Hazard Severity Zones (non-VHFHSZ).

In addition, according to the Perris GP Safety Element, the nearest fire hazard severity zone is located approximately 3 miles to the southwest (City of Perris, 2021). Neither the project site nor the surrounding properties contain or support thick vegetation such as dense forests of other communities that are associated with or susceptible to wildfire. Thus, the potential for construction and operation of the proposed project to result in increased risk of wildfires in the project area is less than significant and further evaluation in an EIR is not required.

4.10 Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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?	**X**			
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**X**			
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:	**X**			
i. Result in substantial erosion or siltation on- or off-site?	**X**			
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	**X**			
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?	**X**			
iv. Impede or redirect flood flows?	**X**			
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**X**			

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**X**			

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

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. It is anticipated that appropriate best management practices (BMPs) and compliance with these applicable regulations would reduce potential water quality impacts to a less than significant level. However, this potential impact will be evaluated in an EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

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 (driveways, parking lots, sidewalks, etc). Installation of these improvements could potentially reduce the volume of water that infiltrates the ground surface and recharges groundwater. Although the project would include LID strategies, including swales, landscaping, detention basins, etc., to help minimize runoff and encourage infiltration, further evaluation of the potential impacts will be provided in an EIR.

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 on- or off-site?

Potentially Significant Impact. The project site is relative flat and does not contain any steep contours. There are no jurisdictional drainages and/or wetland features on the project site. There are no blueline streams that have been recorded on the project site. During construction, however, the proposed project would alter the existing drainage pattern of the project site such that siltation or erosion either on-site or off-site could occur of runoff is not properly controlled. The post construction stormwater drainage system for the project would be designed to maintain, to the maximum extent feasible, the existing drainage patterns which currently have a general flow pattern to the southeast.

Potential impacts resulting from changes to drainage pattern resulting in substantial erosion or siltation on or off site will be evaluated in an EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Potentially Significant Impact. The proposed drainage system for the project would be designed to maintain, to the maximum extent feasible, the existing drainage patterns. The stormwater drainage system also would include measures contained in the preliminary WQMP that was prepared for the project. While it is anticipated that all appropriate measures would be implemented to reduce impacts, further evaluation related to changes that could increase the rate or amount of surface runoff resulting in flooding on or off site will be evaluated in an EIR.

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?

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. Further analysis will be provided in an EIR.

iv. Impede or redirect flood flows?

Potentially Significant Impact. The entire project site is located in an AE designated flood zone based on the Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) number (06065C1440h) dated August 18, 2014. Zone AE designated sites have a 1% chance of flooding annually. In addition, the southeast corner of the site is in a Special Flood Hazard Area – Regulatory Floodway due to the proximity of the San Jacinto River. The project site and has a base flood elevation of 1,420 feet. The proposed project would be designed to maintain a finished floor greater than this elevation and the southeastern corner of the project site would be remain undeveloped. While these project design elements are anticipated to result in less than a significant impact, this issue will be analyzed and discussed further in an EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially Significant Impact. The project is not located near an ocean or enclosed body of water and would not be subject to inundation by seiche or tsunami. Mudflows or debris flows are a type of mass wasting or landslide, where earth and surface materials are rapidly transported downhill under the force of gravity. Due to the relatively flat topography of the project site and surrounding area, the potential to be inundated by mudflow is minimal, but the project site is located within a flood inundation area should the Perris Dam be breached. While the potential for this occurrence is considered remote, impacts will be further analyzed in an EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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. Implementation of best management practices would likely reduce the impact of project activities on surrounding water quality. However, further analysis in an EIR is required to identify appropriate design measures and evaluate their effectiveness.

4.11 Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	**X**			

a) Physically divide an established community?

No Impact. The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which impairs mobility of residents within an existing community or between a community and an outlying area(s). The proposed project would be developed on previously disturbed, vacant land that has a Perris GP land use designation and zoning of Light Industrial.

The project site is adjacent to the west of the existing Action Star Games Paintball Park and to the west of an approximate 4.5-acre vacant lot. Adjacent to the lot to the west in an industrial facility, Global Plastics Recycling. To the south is the BNSF/Metrolink railway with the Perris South Metrolink Station located approximately 0.5 mile southeast. Adjacent to the railway on the south is Case Road, and beyond that is 68.2 acre of undeveloped land with GVSP land use designation of industrial. Also to the south is undeveloped land that is part of the Perris Valley Airport. The nearest GVSP land use designation of residential is approximately 0.25 mile to the southwest on the opposite side of the San Jacinto River (City of Perris, 1990).

To the north of the project site across East Ellis Avenue is an area that was originally part of the New Perris Specific Plan (Areas 1-8 of the plan). The land use designations for these areas consisted of multi-family residential, hotel, town center, but were predominantly planned for office and regional commercial. These planning areas, however, were removed from the plan area in 2010 (City of Perris, 2010).

The physical development associated with the proposed project would involve constructing a new warehouse use on vacant land. The project would not be located between or interrupt the interaction or movement of people within an established residential area. Residential areas in the vicinity are already divided by the existing roadways, San Jacinto River, and the existing BNSF/Metrolink railway. The proposed project would include roadway improvements to a portion of the Case Road alignment, which could increase east-west access in the vicinity and facilitate future connectivity between residential uses

should they develop in the vicinity. As a result, no impact would occur and further evaluation in an EIR is not required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. As noted above, the proposed project site has a Perris GP land use designation and zoning of Light Industrial (LI). LI uses include manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, retail, related to manufacturing. The project is consistent with these uses and the underlying land use designation and zoning. The projects consistency with appliable policies in the City of Perris's General Plan will be further evaluated in an EIR.

4.12 Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
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?				X

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?

Less than Significant Impact. The Perris GP EIR notes that lands within City are designated as one of four mineral resource zones. This includes: No mineral resources (MRZ 1), Significant resource area (quality and quantity known) (MRZ 2), Significant resource area (quality and quantity unknown) (MRZ 3), and No information (applies primarily to high-value ores) (MRZ 4) (Perris GP EIR, p.VI-28.). The Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside County, California shows the project site is not in an MRZ and is in an Urban Area. In addition, the project site is located adjacent to two existing uses and the BNSF/Metrolink railway and Case Road to the south. The project site also is in an area that is urbanizing with new commercial and residential uses. This further makes use of the site, even if mineral resources were located, for extraction purposes infeasible. As a result, impacts would be less than significant and further evaluation in an EIR is not required.

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?

No Impact. The Perris GP EIR states that no sites have been designated as locally-important mineral resource recovery sites on any local plan. Accordingly, there is no impact to availability of a locally-important mineral resource recovery site and further evaluation in the EIR is not required.

Cumulative Impacts

The analysis of potential impacts indicated that no significant impacts would result from the proposed project. As a result, no cumulative impacts related to land use and planning would occur.

4.13 Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of 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?	**X**			
b) Generation of excessive groundborne vibration or groundborne noise levels?	**X**			
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?	**X**			

a) Generation of 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?

Potentially Significant Impact. The project would result in increased noise during the construction and operational stages of the proposed project. Noise would be generated from mobile sources including from vehicle traffic accessing the project site and from construction related sources including heavy equipment, as well as generators and other stationary mechanized equipment. Construction activity could increase ambient noise levels above existing levels for the duration of the construction period. Operation noise would be generated by trucks accessing and leaving the site, unloading, and from heating ventilation and air conditioning and cooling (HVAC). Further analysis of ambient noise levels and the project's potential impact during construction and operation will be evaluated in an EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the project. Groundbourne vibrations are generally associated with activities such as pile driving and other high impact activities. Although these types of construction techniques are no anticipated to be needed, further analysis will be included in an EIR.

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?

Potentially Significant Impact. The project is located approximately 0.3 mile from the runway of the Perris Valley Airport and is within Compatibility Zones D and E of the Perris Valley Airport Land Use Compatibility Plan. The project is also located approximately seven miles to the south of MARB/IPA and is within Compatibility Zones C2 and D of the MARB/IPA Airport Land Use Compatibility Plan. Implementation of the proposed project may have the potential to expose individuals working at the project site area to excessive noise levels generated from both of these airports. Further analysis in an EIR related to this noise source will be provided in the discussion.

4.14 Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 extension of roads or other infrastructure)?			**X**	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. A project's effect on inducement of population growth typically includes residential projects that can directly result in new residents but can also include indirect effects from projects that would induce substantial growth or concentration of a population beyond local projections, or that could alter the location, distribution, density, or growth rate of the population beyond that projected in the Perris GP Housing Element. If these effects would result in a substantial increase in demand for additional housing or create a development that significantly reduces the ability of the City to meet housing objectives set forth in the Housing Element a significant impact could result.

Construction of the project would require workers to build the new facility and surrounding parking lots, and other project elements. Operation of the warehouse also would require permanent workers to perform daily duties. The workforces for both construction and operation are anticipated to be limited and workers are anticipated to come from the local population and other nearby cities in the region. The City of Perris has a total population of approximately 77,708 people, and the City of Menifee, approximately two miles to the south, has a population of 92,968. In addition, the City of Moreno Valley approximately 6.5 miles to the northwest has a population of approximately 208,751 people. This would provide a substantial population from which to draw an adequate workforce for the project such that it is unlikely a substantial number of people would relocate to Perris necessitating the construction of new housing.

Lastly, the project consists of a new warehouse in an area of the City with a Perris GP land use designation and zoning designation of Light Industrial (LI). The project does not have a residential component and

would not result in direct population growth. Lastly, the project would make minor improvements to the adjacent Ellis Road to accommodate vehicles movement and ingress and egress to the project site. None of these improvements would facilitate or induce new housing in adjacent areas. Therefore, impacts associated with growth inducement would be less than significant and additional discussion in an EIR is not required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site currently contains vacant, disturbed land with no structures or residences on it. The construction of this proposed project would not displace any existing housing or residential within the site or surrounding area. The project consists of a new warehouse in an area of the City with a Perris GP land use designation and zoning of Light Industrial (LI). Thus, the project would not displace any existing units of residents and further discussion in an EIR is not required.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to population, housing, or employment. Therefore, the proposed project would not result in material effects to population, housing, or employment that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

4.15 Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	**X**			
ii) Police protection?	**X**			
iii) Schools?				**X**
iv) Parks?				**X**
v) Other public facilities?				**X**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Potentially Significant Impact. The City of Perris, Riverside County Fire Station 101 is located at 105 S. F Street, approximately 1.1 miles northwest of the project site. While the project would be required to adherence to all applicable regulations to reduce the potential for fire at the project site, construction and operation of the proposed project may result in increased need for fire-fighting personnel and facilities. This will be evaluated in an EIR.

ii. Police protection?

Potentially Significant. The City contracts with the Riverside County Sheriff to provide police services for the City. The Perris police station is located at 137 North Perris Boulevard, approximately 1.3 miles northwest of the project site. Although the potential is low, the proposed project may involve security risks, and construction activities could result in increase in traffic volumes along Ellis Avenue and Case Road that could increase demand on law enforcement services. The project's impacts on sheriff services are considered potentially significant and will be evaluated in an EIR.

iii. Schools?

No Impact. The proposed project is located within the boundaries of the Perris Union High School District and the Perris Elementary School District. It is expected that most of the workers would live in the region and would commute to the project site from where their children are already enrolled in school. As discussed in population and housing above, there is anticipated to be an adequate number of workers from the city and nearby cities and towns within the region to fulfil the demand for workers such that employees would not relocate to the area resulting in a substantial increase in school aged children. Therefore, substantial temporary and permanent increases in population that would adversely affect local school populations result in the need for new or expanded school facilities are not expected. Finally, the project applicant will have to pay Developer School Fees authorized pursuant to Government Code section 65995 and Education Code 17620. As a result, the project's impacts on school will be less than significant and further discussion in an EIR is not required.

iv. Parks?

No Impact. Similar to the discussion for Schools above, 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 nearby cities of Menifee and Moreno Valley. It is anticipated that these workers would use the park facilities within their respective communities instead of the project inducing travel to the City of Perris for use of City managed parks. Thus, implementation of the project would not result in a substantial additional demand for park city managed park facilities such that new or expanded parks would be needed. As a result, the project's impacts on parks will be less than significant and further discussion in an EIR is not required.

v. Other public facilities?

No Impact. Similar to the discussion for schools and parks above, 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 nearby cities of Menifee and Moreno Valley. It is anticipated that these workers would use the public facilities such as libraries and city halls, etc. within their respective communities instead of the project inducing travel to the City of Perris for such needs. Thus, implementation of the project would not result in a substantial additional demand for other public services or other city managed services such that new or expanded facilities would be needed. As a result, the project's impacts on other public facilities will be less than significant and further discussion in an EIR is not required.

4.16 Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would 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?			**X**	
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?			**X**	

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?

Less Than Significant Impact. The proposed project would result in the construction and operation of a warehouse in an area that has a Perris GP land use designation and zoning of Light Industrial. The project would include a bocce court for the recreational use of employees of the warehouse. The warehouse would not directly increase the number of residential units and would not 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 nearby cities of Menifee and Moreno Valley. It is anticipated that these workers would use the recreational facilities within their respective communities instead of the project inducing travel to the City of Perris for use of recreational areas within the city. Thus, the proposed project would not directly or indirectly increase population such that it would cause a substantial increase of use in existing neighborhood and regional parks or other recreational facilities resulting in substantial physical deterioration of the facility or by creating a demand for new facilities that could have an impact on the environment. The impacts associated with the development of the project, including the bocce court will be evaluated in an EIR. However, the impacts specifically associated with the development of the bocce court would be less than significant and further discussion of this topic in an EIR is not required.

Cumulative Impacts

The proposed project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from project implementation.

4.17 Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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?	**X**			
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	**X**			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**X**			
d) Result in inadequate emergency access?	**X**			

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact. The proposed project would have direct access via Ellis Avenue. Vehicles travelling to and from the project site would be anticipated to use other streets including Case Road, South Redlands Avenue, Goetz Road, State Route 74 and I-215 for local and regional access. The project would include 8 bicycle parking stalls. The potential for the project to conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities will be evaluated in an EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. The proposed project may exceed the vehicle miles traveled (VMT) over an applicable threshold of significance. A technical traffic analysis would be conducted and the results of the evaluation and potential need for mitigation will be discussed in an EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The proposed project would not include the development of sharp curves, unusual geometric design features, and would not result in the operation of farm equipment on any

roadway. The proposed project would be accessed via Ellis Avenue. There is an ongoing development on the northern side of Ellis Avenue and driveway access to that site could conflict with access to the project site. In addition, the proposed rail spur could increase potential hazards to trucks, trailers, and pedestrians in the southern portion of the project site. These potential impacts will be evaluated in an EIR.

d) Result in inadequate emergency access?

Potentially Significant Impact. The proposed project would be constructed adjacent to East Ellis Avenue from which it would be accessed. No other local roadways would be used to provide direct access to the site. Ellis Avenue has connectivity to other local and regional roadways including Case Road, South Redlands Avenue, Goetz Road, State Route 74 and I-215. Case Road is designated as an evacuation route for the City of Perris according to the Perris GP Safety Element. Potential effects of the project on emergency access will be analyzed further in an EIR.

4.18 Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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)?	**X**			
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	**X**			

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)?

Potentially Significant Impact. The potential for impacts on tribal cultural resources is considered potentially significant. A cultural survey will be conducted for the proposed project and notifications

to the applicable tribal representatives or groups that have requested to be notified through the AB 52 process will be made by the City. Further evaluation in an EIR is warranted to identify potential impacts to tribal cultural resources and to formulate avoidance or mitigation measures, if applicable.

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact. The potential for impacts on tribal cultural resources is considered potentially significant. A cultural survey will be conducted for the proposed project and notifications to the applicable tribal representatives or groups that have requested to be notified through the AB 52 process will be made by the City. Further evaluation in an EIR will be provided to discuss communications with tribal representatives and the potential for the project to result in impacts to tribal cultural resources and to formulate avoidance or mitigation measures, if applicable.

4.19 Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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?	**X**			
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	**X**			
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	**X**			
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?	**X**			
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**X**			

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?

Potentially Significant Impact. Potable water for the proposed project and wastewater disposal services would be provided by Eastern Municipal Water District (EMWD). Wastewater generated by the proposed project would be treated by the EMWD treatment plant approximately 1.5 miles to the southwest and

potable water would be provided by the EMWD. The project would tie into existing wastewater sewer lines and water lines within Ellis Avenue. Wastewater treatment capacity at the treatment plant and current water supply are anticipated to be sufficient to serve the project but will be further analyzed in an EIR.

Electrical service to the proposed 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 other local provider. It is anticipated that all utilities would tie into existing utility lines within Ellis Avenue and that new or expanded facilities would not be required. The potential for impacts to occur will be further evaluated in an EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. The proposed project's potable water would be supplied by the EMWD. There are no existing service lines within the project site but there are existing water lines within Ellis Avenue, which the proposed project would tie into. The service capacity of the EMWD to provide water service during normal, dry, and multiple dry years is anticipated to be adequate but will be further evaluated in an EIR.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. As previously mentioned, the proposed project's sanitary sewer discharge would collected by the EMWD, which operates a treatment plant approximately 1.5 mile southeast of the project site. It is anticipated the proposed project would not generate volumes of wastewater such that an expansion of the existing plant would be required. The potential for impacts to occur, however, will be further evaluated in an EIR.

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?

Potentially Significant Impact. The project is expected to generate an amount of solid waste in volumes that would be within the capacity of the disposal site. Solid waste generated from the proposed project includes construction, commercial and industrial wastes. Disposal of potential hazardous substances also will be further evaluated in an EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact. The project would generate solid waste during construction and operation of the project, thus requiring the consideration of waste reduction and recycling measures. The City of Perris complies with Assembly Bill 341 (AB 341), which requires all businesses in the City and in the state that generate four or more cubic yards of waste per week to recycle. The City's contracted waste hauler (CR&R, Inc.) offers a wide variety of recycling services which would be extended to the proposed project.

The 1989 California Integrated Waste Management Act (AB 939) requires the City of Perris to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into the project design. The need for mitigation measures to confirm that the proposed project will comply with the 1989 California Integrated Waste Management Act and the 1991 California Solid Waste Reuse and Recycling Access Act of 1991, as amended will be evaluated in an EIR.

4.20 Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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?				**X**
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?				**X**
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?				**X**
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?				**X**

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?

No Impact. The project site is not located within or near a Fire Hazard Severity Zone (Moderate, High, Very High) within the State Responsibility Area (SRA) (CAL-A) (Office of the State Fire Marshall). Therefore, no impacts related to wildfires would occur and further evaluation in an EIR is not required.

Cumulative Impacts

The proposed project would not result in direct or indirect significant impacts related to wildfires. The project would not impair an adopted emergency response plan or emergency evacuation plan or expose people or property to significant wildfire risks. Therefore, the proposed project would not result in incremental effects to wildfires that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to wildfires would occur.

4.21 Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**X**			
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)?	**X**			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**X**			

a) 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Based on the preceding analysis, the proposed project has 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 a rare or

endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. These potential impacts will be evaluated in an EIR.

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)?

Potentially Significant Impact. The proposed project has the potential to cumulatively contribute to impacts associated with aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, [land use and planning], noise, public services, transportation, tribal cultural resources, and utilities and service systems. The project's contribution to cumulative impacts in these areas will be evaluated in an EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Potential adverse effects on human beings resulting from environmental effects will be evaluated in an EIR.

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