



**NOTICE OF PREPARATION AND SCOPING MEETING
IDI Rider 2 & 4 High Cube Warehouses and
Perris Valley Storm Drain Channel Improvement Project
Draft Environmental Impact Report**

October 15, 2019

To:
(Potential Responsible, Trustee,
Federal and Local Agencies, and nearby
Property owners)

From:
City of Perris
135 North "D" Street
Perris CA, 92570

CEQA LEAD AGENCY:

City of Perris
Planning Division
135 North "D" Street
Perris, CA 92570
(951) 943-5003 ext. 252
Contact: Mary Blais, Contract Planner

SUBJECT: IDI Rider 2 & 4 High Cube Warehouses and Perris Valley Storm Drain Channel Improvement Project Draft Environmental Impact Report

- Development Plan Review (DPR) (Case No. 19-00004) for the Rider 2 & 4 Warehouses
- Tentative Parcel Map (TPM) 37437 (Case No. 19-05058) for the Rider 2 Warehouse
- TPM 37438 (Case No. 19-05096) for the Rider 4 Warehouse
- Environmental Impact Report (Case No. 19-05180)

The City of Perris is commencing preparation of a Draft Environmental Impact Report (EIR) for the IDI Rider 2 & 4 Warehouses and Perris Valley Storm Drain (PVSD) Channel Improvement Project (referred to herein as the Project), and has released this Notice of Preparation (NOP) per the requirements of the California Environmental Quality Act (CEQA). The City wants to know the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the EIR prepared by the City when considering issuance of a permit or other approval for the Project. Information gathered during the NOP comment period will be used to shape and focus future analyses of potential environmental impacts.

A description of the Project, its location, and potential environmental effects, is attached. The City of Perris has determined that an EIR is required and no Initial Study will be prepared (see State CEQA Guidelines, Sections 15060 and 15081).

NOP COMMENT PERIOD:

The City invites you to submit written comments describing your specific environmental concerns. If you are representing a public agency, please identify your specific areas of statutory responsibility, if applicable. Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be sent no later than 30 days after receipt of this notice. **The NOP public comment period begins on October 16, 2019 and ends on November 14, 2019. A public scoping meeting is scheduled for 6:00 p.m., November 6, 2019 in the City Council Chambers of the City of Perris, 101 North "D" Street.** Please send your written comments to the City staff contact identified above, and please include your name, address, and contact information in your correspondence.

Project Title: IDI Rider 2 & 4 Warehouses and Perris Valley Storm Drain Channel Improvement Project

Project Applicant: Mr. Steve Hollis
IDI Logistics
840 Apollo Street, Ste. 100
El Segundo, CA 90245

Date: October 15, 2019

Signature: 
Mary Blais, Contract Planner

I. PROJECT SITE LOCATION AND SETTING

The IDI Rider 2 & 4 High Cube Warehouses and Perris Valley Storm Drain (PVSD) Channel Improvement Project (Project) area is located in the southeast portion of the Perris Valley Commerce Center Specific Plan (PVCCSP) area, in the City of Perris, in Riverside County. The Project area encompasses approximately 94.7 acres, and includes the Rider 2 site, the Rider 4 site, and the PVSD Channel Improvement area. The Project area is generally located north of Rider Street, east of Redlands Avenue, and south of Morgan Street; an approximately 3,490-foot segment of the PVSD Channel forms the eastern Project boundary. The regional and local vicinity of the Project area are shown on Exhibit 1 (attached at the end of this NOP).

The Project consists of the following three primary components, which are shown on Exhibit 2, Conceptual Site Plans, and described in Section III, Project Description, below:

- **Rider 2 High Cube Warehouse.** The Rider 2 site¹ encompasses approximately 38.3 net acres and is located south of the Colorado River Aqueduct (CRA) (the CRA is within Metropolitan Water District [MWD] property), north of Rider Street, east of Redlands Avenue, and west of the PVSD Channel.
- **Rider 4 High Cube Warehouse.** The Rider 4 site² encompasses approximately 26.7 net acres and is south of Morgan Street, north of the MWD property, east of Redlands Avenue, and west of the PVSD Channel.
- **PVSD Channel Improvement.** The PVSD Channel improvement area³ encompasses 29.7 acres and extends along the PVSD Channel from an area approximately 100 feet north of Morgan Street to an area approximately 120 feet south of Rider Street. The PVSD Channel forms the eastern boundary of the PVCCSP area.

The existing General Plan land use designation and zoning for the Project area is Specific Plan (i.e., the PVCCSP) (City of Perris, 2013). The Rider 2 and Rider 4 sites are designated for Light Industrial uses in the PVCCSP, and the PVSD Channel is designated for the Future Perris Valley Storm Drain (Perris, 2018).

As shown on Exhibit 3, Aerial Photograph, the Rider 2 and Rider 4 sites are undeveloped and generally flat; elevations range from approximately 1,430 to 1,450 feet above mean sea level (amsl), descending gradually to the southeast. These sites can generally be characterized as disked and disturbed vacant land that was historically utilized for agricultural purposes. Morgan Street is unimproved along the northern boundary of the Rider 4 site; Redlands Avenue is under construction along the western boundaries of the Rider 2 and Rider 4 sites (estimated to be completed in October 2019); and Rider Street is partially improved along the southern boundary of the Rider 2 site. The PVSD is an engineered flood control channel that is mowed and maintained on an annual basis by the Riverside County Flood Control & Water Conservation District (RCFC&WCD).

The land uses surrounding the Project area include undeveloped vacant land to the north of the Rider 2 site; industrial uses to the west of the Rider 2 and Rider 4 sites (including the Rider 3 warehouse under construction to the west Rider 2 warehouse site); vacant land, non-conforming residential uses, and the Southern California Edison (SCE) Bunker Substation to the south, across Rider Street; and Morgan Park to the northeast. Vacant land within the New Horizons Specific Plan area is located to the east (across the PVSD Channel), and is planned to be developed with a City of Perris park. The CRA extends underground within the MWD easement between the Rider 2 and Rider 4 sites and connects to the PVSD Channel.

¹ Includes Assessor Parcel Numbers (APNs) 303-170-004, -005, -011 and -014.

² Includes APNs 303-160-002, -003, -007, -009, and -010. APN 303-160-016 includes a parcel currently owned by the Eastern Municipal Water District.

³ Includes APNs 303-160-008, and 303-170-016 and -017.

The Project area is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and is not within an MSHCP Criteria Cell, Core or Linkage Area, or Mammal or Amphibian Survey Area. The Project area is in the Criteria Area Plant Species Survey Area, Narrow Endemic Plant Species Survey Area, and Burrowing Owl Survey Area. Additionally, the PVSD Channel improvement area is a water feature that is mapped as Public/Quasi-Public (PQP) Conserved lands. The Rider 2 and Rider 4 sites include disturbed/developed and ruderal vegetation types. The PVSD Channel improvement area includes the following vegetation/land use types: developed, ruderal (upland), ruderal (channel), disturbed emergent marsh, and disturbed southern riparian scrub. The PVSD Channel improvement area contains areas under the jurisdiction of the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and California Department of Fish Wildlife (CDFW). MSHCP Riparian/Riverine area in the Project area occurs wholly within the PVSD Channel improvement area and is identical to that of CDFW jurisdiction.

The Project area is located approximately two miles southeast of March Air Reserve Base/Inland Port (MARB/IP), is within the MARB/IP Airport Influence Policy Area, and is within the City's Airport Overlay Zone. Specifically, the Rider 2 site is within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal Aviation Regulations (FAR), Part 77 (Imaginary Surfaces), and Compatibility Zone C1 (Primary Approach/Departure Zone) and Zone D (Flight Corridor Buffer) of the 2014 MARB/IP Airport Land Use Compatibility Plan (ALUCP). The Rider 4 site is within the Outer Horizontal Surface, Transitional, Conical Surface, and Primary Approach/Departure Clearance Surface of the FAR, Part 77 (Imaginary Surfaces), and Compatibility Zone D of the 2014 MARB/IP ALUCP.

II. PROJECT BACKGROUND

On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting Specific Plan Zoning for properties within the PVCCSP area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amendment eight times, with Amendment No. 8 occurring in July 2018. In conjunction with its approval of the PVCCSP, the City complied with CEQA by preparing and certifying the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse No. 2009081086) (Perris, 2011).

The proposed Rider 2 and Rider 4 warehouses are within the larger Rider Logistics Center in the City of Perris. The Rider 1 and 3 warehouses were previously approved and it is estimated that construction of these warehouses will be complete in October 2019. Rider 1 was originally approved in 2007 (DPR 06-0365) and is 492,282 square feet (sf). Rider 3 was originally approved in 2009 (DPR 06-0432) and is 643,263 sf. It should also be noted that in 2008 development of a smaller warehouse was approved on the Rider 2 site (378,521 sf compared to the currently proposed 806,371 sf warehouse).

The Perris Valley Master Drainage Plan (PVMDP) was adopted by the RCFC&WCD in July 1987, was revised in June 1991, and addresses drainage infrastructure required for the 38-square-mile Perris Valley area (RCFC&WCD, 1991). The infrastructure plans associated with the PVCCSP involve modifications to the PVMDP. The Perris Valley Channel Master Drainage Plan (PVCMDP) was adopted in October 1989 and addresses drainage needs along the PVSD Channel, which flows to the San Jacinto River (RCFC&WCD, 1989). The PVCMDP serves as long-term guide to the design and construction of the ultimate channel, and identifies the sizing and location of local drainage facilities to be constructed by developers and others within the area. The PVCCSP also anticipates the construction of other adopted PVMDP facilities to accommodate the 100-year storm flows in the area.

III. PROJECT DESCRIPTION

The Project involves the construction and operation of two industrial buildings (Rider 2 and Rider 4) totaling 1,373,449 sf, and the construction and subsequent operation and maintenance of improvements to the PVSD Channel along the eastern portion of the Project site. These primary Project components to be evaluated in the Draft EIR are described below.

Rider 2 and Rider 4 High Cube Warehouses

As shown on Exhibit 2, the proposed Rider 2 building would be 806,351 sf and the proposed Rider 4 building would be 567,098 sf; each building would accommodate high-cube, non-refrigerated warehouse/distribution uses. The buildings would be up to 44-feet 10-inches high. The warehouses would be constructed as “speculative” buildings; that is, there is not a specific tenant identified at this time. It is anticipated that the buildings could operate 24 hours a day, seven days a week.

The Project has been designed to be in compliance with the applicable Standards and Guidelines and permitted uses outlined in the PVCCSP, including but not limited to landscape, setback, lot coverage, floor to area ratio (FAR), architectural elements, light and glare requirements, vehicular circulation, non-vehicular circulation, parking, and drainage facilities. The Project has also been designed to comply with applicable requirements of the 2014 MARB/Inland Port ALUCP relative to uses within Compatibility Zones C1 and D.

Access to the Rider 2 site would be provided from new driveways along Redlands Avenue and Rider Street, and access to the Rider 4 site would be provided from new driveways along Redlands Avenue, Morgan Street and Sinclair Street. In addition to the driveway access improvements, the Project would include site adjacent intersection and roadway improvements. Rider Street would be constructed to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) and Morgan Street would be constructed to its ultimate half-section width as a Local Street (60-foot right-of-way). Redlands Avenue is being constructed to its ultimate full-width as a Secondary Arterial as part of the Rider 1 and Rider 3 projects. The intersection locations that require improvements will be determined based on the Project-specific traffic analysis, but the locations would include the Redlands Avenue intersections with Morgan Street, Sinclair Street, and Rider Street. Automobile and truck trailer parking would be provided in excess of parking requirements outlined in the PVCCSP.

Landscaped parkways would be provided along adjacent roadways; Redlands Avenue, Markham Street, and Rider street are designated as a Major Roadway Visual Corridors in the PVCCSP. Walls and fences would be provided on site as required for screening, privacy, and security. Additionally, extensive landscaping would be provided along the eastern site boundaries to screen views of the proposed buildings from planned park uses and existing residential uses to the east.

South of the Rider 4 site, the Project includes an approximately 90-foot greenbelt, north of and outside the MWD right-of-way. The greenbelt would include a meandering 15-foot wide decomposed granite trail, landscaping and a turnaround, consistent with the requirements outlined in the PVCCSP for the “MWD Trail.” The Project would also comply with the PVCCSP employee amenities guidelines by providing employee break areas, as required.

The Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse uses. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project site or new utility lines that would be installed in the roadways adjacent to the Project site. PVCMDP Lateral G-2 would be

constructed as an open channel within the greenbelt area south of Rider 4 site and would connect underground to the PVSD Channel to the east, and to the portion of the Lateral G-2 constructed under Redlands Avenue as part of the Rider 3 project to the west.

PVSD Channel Improvements

The proposed improvements to the PVSD Channel entail Phase 1 of a larger channel improvement project, which would ultimately extend north to just past Ramona Expressway and south of Rider Street. Phase 1 of the proposed PVSD Channel improvements begins approximately 100 feet north of Morgan Street. The PVSD Channel in this area would transition to a 550-foot-wide channel. The proposed PVSD Channel right-of-way would be up to 580-foot-wide and would include 15-foot wide access roads on each side until it reaches the CRA. The Project has been designed to protect the CRA and associated existing MWD manholes in place. Downstream of the CRA, the PVSD Channel would be deepened and would transition with an engineered drop structure at the MWD easement to a 440-foot-wide channel with a 56-foot-wide by 5-foot-deep low flow channel. In this area, the proposed PVSD Channel right-of-way would be 495 feet wide and would also include 15-foot wide access roads on each side. The PVSD Channel would be earthen except in the vicinity of the engineered drop structure and Rider Street bridge, where it would have concrete side slopes. Erosion protection features would be installed, and existing storm drain inlets that tie into the PVSD would be reconstructed as part of the Project.

The existing Rider Street crossing over the PVSD Channel includes one travel lane in each direction, with a painted median and shoulders, and is supported by a reinforced concrete box (RCB) culvert. The existing crossing would be replaced and widened to allow for two travel lanes and a sidewalk in each direction, and a median, consistent with its designation as a Secondary Arterial. The proposed bridge span is approximately 235 feet long by 74 feet wide. The PVSD Channel would be soft-bottomed, and the bridge would be supported by concrete piers spaced at 30-foot intervals (on center).

Construction Activities

Construction of the Project is expected to begin in the fall 2020 and be complete by the fall of 2021. Construction of the PVSD Channel improvements would involve excavation and would require approximately 180,000 cubic yards (cy) of soil export. The soil would be exported to the Rider 2 and Rider 4 sites using scrapers, which eliminates the need for trucks to haul the soil. It is anticipated the earthwork would balance within the Project area.

IV. REQUIRED PERMITS/ACTIONS

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether or not to approve the Project. The Project is consistent with the land use designations of the PVCCSP and City of Perris General Plan; therefore, no General Plan Amendment, Specific Plan Amendment, or zone change is required.

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

- Certification of the EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA (Case No. 19-05180).
- Development Plan Review (DPR) (Case No. 19-00004) for the Rider 2 and Rider 4 site plans and building elevations.
- Tentative Parcel Map (TPM) No. 37437 for the Rider 2 site (Case No. 19-05058) to merge five existing parcels into one parcel and one lettered lot for dedication to the RCFC&WCD; and, vacate

all or portions of the rights-of-way of three unimproved streets (Redlands Avenue, Kitching Street, and Adams Street).

- Tentative Parcel Map (TPM) No. 37438 for the Rider 4 site (Case No. 19-05096) to merge four existing parcels into one parcel and one lettered lot for dedication to the RCFC&WCD; and, vacate all or portions of the rights-of-way of two unimproved streets (Kitching Street and Sinclair Street).

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

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Final Water Quality Management Plans (FWQMP) to mitigate post-construction runoff flows.

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

- **U.S. Army Corps of Engineers.** Section 404 permit for any impacts to areas within the PVSD Channel determined to be under the jurisdiction of the Corps.
- **State of California Department of Fish and Wildlife.** Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code for any impacts to areas within the PVSD Channel determined to be under the jurisdiction of the CDFW.
- **Regional Water Quality Control Board.** A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened. Additionally, a Section 401 Water Quality Certification for any impacts to areas within the PVSD Channel determined to be under the jurisdiction of the RWQCB.
- **Metropolitan Water District.** A lease agreement with MWD for implementation of the PVSD Channel improvements within MWD's right-of-way.
- **Riverside County Flood Control & Water Conservation District.** Encroachment permit for construction in RCFC&WCD right-of-way, and approval of the PVSD Channel improvement plans.
- **Eastern Municipal Water District.** Approval of Water Supply Assessment and water and sewer improvement plans.
- **South Coast Air Quality Management District (SCAQMD).** Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units.
- **Other Utility Agencies.** Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

V. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

The PVCCSP EIR is a program EIR, and project-specific evaluation in a later-tier environmental document for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, “The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the Project will be based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects in the Specific Plan area. The City of Perris requires that future development projects in the Specific Plan area comply with the required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner. Relevant Standards and Guidelines and PVCCSP EIR mitigation measures that are incorporated into the Project will be listed for each topical issue in the EIR.

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

Based on currently available information, and as discussed below, the City has determined that the Project would have no impacts or less than significant impacts related to mineral resources, population and housing, and wildfire. Therefore, no further analysis of these environmental topics will be provided in the Draft EIR.

- **Mineral Resources.** Figure OS-6 of the Riverside County General Plan and the California Department of Conservation’s Mineral Land Classification for the area shows that the Project site is located within Mineral Resource Zone 3 (MRZ-3). MRZ-3 represents areas where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit cannot be evaluated from available data (County of Riverside, 2015, Figure OS-6; DOC, 2011). In addition, the California Department of Conservation does not show oil, gas, or geothermal fields underlying the site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (DOC, 2019). No sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the City of Perris General Plan or the Riverside County General Plan (Perris, 2005). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur. No impacts are anticipated.
- **Population and Housing.** The Project site is currently undeveloped; and construction of the Project would not require the construction of replacement housing and would not displace any existing housing or residents. The Project does not involve the development of residential uses and would not directly increase the resident population, but the Project would create jobs and increase employment in the City of Perris. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. The Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local area;

therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. As this relates to industrial uses, one employee per 1,030 sf is estimated for Light Industrial floor space. The Project consists of the construction and operation of up to 1,373,449 sf of warehouse/distribution uses, which are allowed under the Light Industrial Specific Plan land use designation. Based on this generation factor, the Project could employ approximately 1,333 new employees. The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of “Growth Inducing Impacts” in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the Project (1,333 employees) represents approximately 2.3 percent of the total employment generation anticipated in the Specific Plan area. Further, this represents approximately 4.1 percent of the City’s projected employment base by 2040 as presented in the Southern California Association of Governments (SCAG) 2016 *Regional Transportation/Sustainable Communities Strategy (RTP/SCS)* (32,200 employees) (SCAG, 2016). Additionally, similar to the short-term construction jobs, it is anticipated that these new warehouse/distribution positions would be filled by workers who would already reside in the local area. The Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project site and would involve improvements to adjacent roadways, consistent with the PVCCSP. Additionally, the Project would involve the construction of PVSD Channel improvements consistent with the PVCMDP. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area.

- **Wildfire.** According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project area is not located in or near an area identified as being a “Wildfire Hazard Area” (Perris, 2016). Additionally, according to the California Department of Forestry and Fire Protection’s (Cal Fire) Fire and Resources Assessment Program (FRAP), the Project area is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) of the City (CalFire, 2019). The Project area is located within the limits of the City of Perris, and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Therefore, the Project would have no impacts related to wildfires.

The analysis to be provided in the forthcoming Draft EIR, and the supporting technical studies to be included in the Draft EIR, will address the following environmental topics due to the potential for significant impacts, and mitigation measures will be identified, if necessary:

- **Aesthetics.** The Project, which is in a non-urbanized area, would alter the existing visual character of the Project area and would introduce new sources of light during construction and operation. The Draft EIR will evaluate the potential for the Project to have an adverse effect on a scenic vista, to degrade the visual character of the area character, and to create potential light and glare impacts. The Project site is not within a State scenic highway, which will be discussed in the Draft EIR.
- **Agriculture and Forestry Resources.** Based on the California Department of Conservation’s (DOC’s) 2016 Farmland Mapping and Monitoring Program (FMMP), the Rider 2 and Rider 4 sites include Farmland of Statewide Importance, and PVSD Channel area includes Farmland of

Local Importance (FMMP, 2019). The Draft EIR will address the potential environmental impacts of the Project related to agriculture resources based on the sites' background agricultural and soils classification systems and sites' surrounding history. The Project area is not within an area subject to the California Land Conservation Act of 1965 (Williamson Act), is not zoned for agricultural or forestry uses, and does not include forestry resources, which will be discussed in the Draft EIR.

- **Air Quality.** The Project area is located in the South Coast Air Basin (Basin). Air quality in the Basin is administered by the South Coast Air Quality Management District. Impacts related to the following topics will be addressed in the forthcoming Draft EIR: consistency with the Air Quality Management Plan for the Basin; the potential for a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under applicable air quality standards; the potential exposure of sensitive receptors to substantial pollutant concentrations, including mobile source health risk impacts; and potential for the other emissions (such as those leading to odors adversely affecting a substantial number of people).
- **Biological Resources.** As previously identified, the Project area is within the Western Riverside County MSHCP area. The Draft EIR will identify existing biological resources at the Project sites and will address potential impacts to sensitive species, sensitive natural communities, riparian habitat and protected wetlands; and, wildlife movement. The Project's consistency with the City's Urban Forestry Ordinance (Ordinance 1262), and the Western Riverside County MSHCP will also be addressed in the Draft EIR.
- **Cultural Resources.** During construction of the Project, ground-disturbing activities could encounter and cause a substantial adverse change the significance of previously unknown historical or archaeological resources, or human remains. Potential impacts to cultural resources will be addressed in the Draft EIR.
- **Energy.** The Project will consume energy resources during construction and operation. The Draft EIR will address the potential for the Project to result in the wasteful, inefficient, or unnecessary consumption of energy resources, and whether the Project would conflict with state or local plans for renewable energy or energy efficiency.
- **Geology and Soils.** The Draft EIR will address the geological, soil, and seismic hazards having the potential to impact the Project and Project occupants. The Project sites are in an area with high paleontological sensitivity, and the potential to impact paleontological resources will be addressed in the Draft EIR.
- **Greenhouse Gas Emissions.** The potential for the Project to generate greenhouse gas (GHG) emissions during construction and operation, either directly or indirectly, that may have a significant impact on the environment will be addressed in the Draft EIR. Furthermore, the Draft EIR will include an evaluation of consistency of the Project with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.
- **Hazards and Hazardous Materials.** The Draft EIR will address potential hazards during construction and operation of the Project, and the potential for exposure of construction workers and Project occupants to hazardous materials. The Project area is not within 1/4 -mile of a school; the nearest school is approximately 0.3 mile to the east, which will be addressed in the Draft EIR. The Draft EIR will evaluate the potential safety and noise impacts related to the Project's proximity to the MARB/IP Airport and consistency with applicable provisions of the MARB/IP

ALUCP. The potential to impair or interfere with an adopted emergency response plan will also be addressed. As identified previously, the Project area is not in a wildfire hazard area; therefore, no further analysis of the potential for wildland fires will be provided in the Draft EIR.

- **Hydrology and Water Quality.** The Draft EIR will address the potential for the Project to violate water quality standards and to degrade water quality during construction and operation. Project features included in the Project-specific Water Quality Management Plan (WQMP) to treat and/or limit the entry of contaminants into the storm drain system will be identified in the Draft EIR. The Project would increase the amount of impervious surface on the Rider 2 and Rider 4 sites. Changes to the drainage patterns will identified in the Draft EIR and potential impacts from these changes related to erosion and siltation, the amount and rate of storm water runoff, flooding and impeding flood flows, and storm drain capacity will be addressed. The PVSD Channel improvement component of the Project will improve the overall flood protection in the area, which will also be addressed in the Draft EIR. The Draft EIR will also address the potential for release of pollutants from Project inundation, and the Project's consistency with the applicable water quality control plan and sustainable groundwater management plan.
- **Land Use and Planning.** The Project involves the construction and operation of light industrial warehouse uses and improvements to the PVSD Channel, and is consistent with the existing General Plan land use, PVCCSP, and zoning designations. The consistency of the Project with applicable General Plan goals and policies, the PVCCSP, and zoning will be addressed in the Draft EIR. Analysis of the Project's consistency with applicable provisions of the MARB/IP ALUCP, and SCAG's regional planning programs will also be provided. The Project would not divide an established community, which will be addressed in the Draft EIR.
- **Noise.** The Draft EIR will address the potential for construction-related and operational (stationary and mobile) noise increases to exceed applicable established noise standards, and the potential for vibration during construction and operation. The potential for exposure of Project occupants to noise from the MARB/IP Airport will also be addressed.
- **Public Services.** The Draft EIR will address the potential increase in demand for public services resulting from the Project (i.e., police protection, fire protection, schools, and parks and recreation), and whether there is a need for new or physically altered government facilities, which could cause significant physical environmental impacts.
- **Recreation.** The Draft EIR will address the potential for employees of the Project to increase the use of existing parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As previously identified, the Project involves the implementation of a trail between the Rider 2 and Rider 4 sites, and also includes the provision of employee amenities. The potential physical environmental impacts resulting from these facilities will be addressed in the Draft EIR.
- **Transportation.** The Draft EIR will address 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. It should be noted that the City of Perris has not established a vehicle miles traveled (VMT) threshold of significance and is not yet requiring development projects, including the Project, to demonstrate compliance with CEQA Guidelines Section 15064.3(b), which requires that traffic impacts be measured based on VMT. The potential for the Project to increase hazards due to geometric design, and to result in inadequate emergency access will also be addressed in the Draft EIR.

- **Tribal Cultural Resources.** The Draft EIR will discuss impacts related to tribal cultural resources directly related to California Native American tribes that populated the area where the Project area is geographically located. The Draft EIR will also discuss the results of Native American consultation activities conducted by the City, as required by Assembly Bill (AB) 52.
- **Utilities and Service Systems.** The Project involves the installation of utility infrastructure needed to serve the Project (e.g., water, sewer, storm drains, electric, natural gas, telecommunications). The physical environmental impacts resulting from the installation of utility infrastructure on- and off-site, including the proposed PVSD Channel improvements, will be addressed in the Draft EIR. The Draft EIR will present the results of a Water Supply Assessment to be conducted by EMWD, and will address the capacity of EMWD's water treatment facilities. The solid waste generation from the Project during construction and operation will be estimated, and the Draft EIR will address the capacity of the local infrastructure for solid waste management, and whether the Project would comply with solid waste management regulations.

VI. FUTURE PUBLIC MEETINGS

As identified previously, the City of Perris will conduct a Draft EIR scoping meeting on November 6, 2019 during the regularly scheduled Planning Commission meeting. At the meeting, the City will provide background information on environmental impact reports, provide a brief overview of the Project and will solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. Issues identified during the scoping meeting will be addressed in the Draft EIR (as appropriate).

VII. RESPONSE TO THIS NOTICE OF PREPARATION

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

Mary Blais, Contract Planner
City of Perris Planning Division
135 North "D" Street
Perris, California 92570
Email: mblais@cityofperris.org
(951) 943-5003

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

VIII. DOCUMENTS INCORPORATED BY REFERENCE AND REFERENCES

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

the address above.

- *Perris General Plan 2030 Environmental Impact Report*, SCH No. 2004031135, certified April 26, 2005 (Perris, 2005)
- *Perris Valley Commerce Center Specific Plan*, adopted January 10, 2012 and amended through July 2018 (Amendment No. 8) (Perris, 2018)
- *Perris Valley Commerce Center Final Environmental Impact Report*, SCH No. 2009081086, certified January 10, 2012 (Perris, 2011)

The following supporting documentation was used in preparing this NOP:

California Department of Conservation (DOC), Division of Mines and Geology (DOC DMG). 2011 (February 11). Special Report 143 – Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, San Bernardino Production-Consumption Region. Sacramento, CA: DOC DMG. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartVII/

California Department of Conservation (DOC), Division of Oil, Gas, and Geothermal Resources (DOGGR). 2019 (May 15, access date). Division of Oil, Gas, and Geothermal Resources Well Finder. Sacramento, CA: DOC DOGGR. <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.35333/33.95744/11>

California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP). 2019. California Important Farmland Finder. Sacramento, CA: FMMP. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

California Department of Forestry and Fire Protection (CalFire). 2019. FHSZ Viewer. Sacramento, CA: CalFire. <https://egis.fire.ca.gov/FHSZ/>.

Perris, City of. 2005 (April, approved). Comprehensive General Plan 2030. Perris, CA: the City. <http://www.cityofperris.org/city-hall/general-plan.html>.

———. 2013 (January 3, updated). General Plan Map. Perris, CA: the City: <http://www.cityofperris.org/city-hall/general-plan.html>.

———. 2016 (August 30). General Plan Safety Element. Perris, CA: The City. http://www.cityofperris.org/city-hall/general-plan/Safety_Element.pdf.

Riverside, County of. 2015 (December 8). County of Riverside General Plan: Multipurpose Open Space Element. Riverside, California: the County. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833.

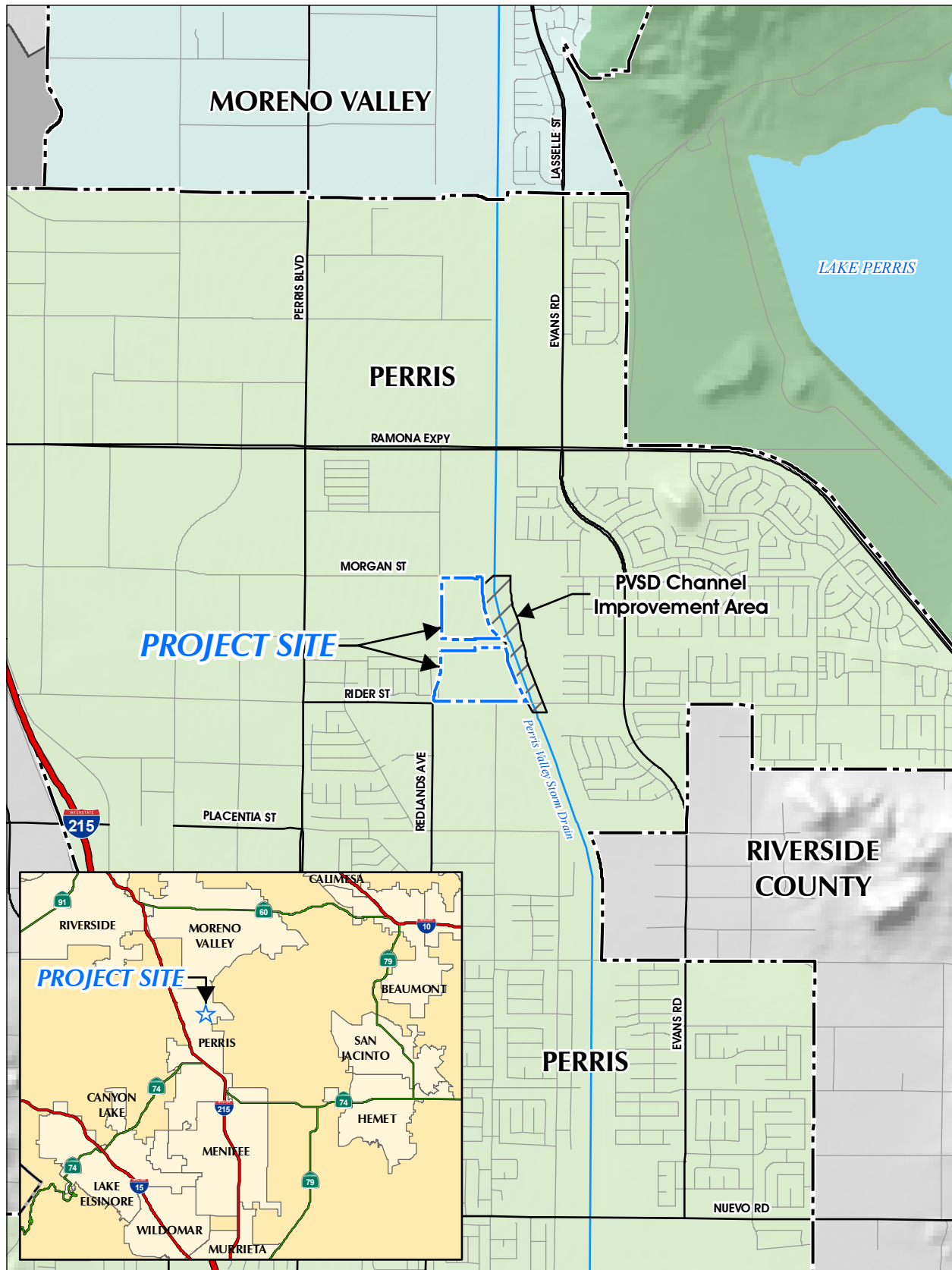
Riverside County Flood Control and Water Conservation District (RCFC&WCD). 1989. (October). Master Drainage Plan for the Perris Valley Channel. <http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%204/Reports/PV%20Channel%20MDP%20report.pdf>.

———. 1991 (June). Master Drainage Plan for Perris Valley Area. <http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%204/Reports/Perris>

ValleyMDP_report.pdf.

Southern California Association of Governments. (SCAG). 2016. 2016-2040 RTP SCS Demographics Growth Forecast Appendix. Profile of the City of Perris. Los Angeles, CA: SCAG.
http://scagrtpscscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project
Notice of Preparation



Source(s): RCTLMA (2019)

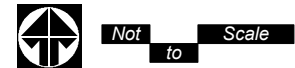


0 750 1,500 3,000
Feet

Exhibit 1

Project Location

Lead Agency: City of Perris



IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project
Notice of Preparation



Source(s): Nearmap Aerial (2019), RCTLMA (2019)

Exhibit 3



0 175 350 700
Feet

Aerial Photograph

Lead Agency: City of Perris