

ADDENDUM TO THE
CERTIFIED IDI RIDER 2 & 4 HIGH CUBE WAREHOUSES AND PERRIS VALLEY STORM
DRAIN CHANNEL IMPROVEMENT
FINAL ENVIRONMENTAL IMPACT REPORT
(State Clearinghouse #2019100297)

IDI Rider 2 Trailer Yard Project
Major Modification MJMOD 25-00003 (PLN 22-005265)



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April 2025

1 INTRODUCTION

The Project Applicant, IDI Logistics, LLC, is requesting approval of a Major Modification to allow for the installation of the IDI Rider 2 Trailer Yard Project (“Revised Project”) under the previously approved IDI Rider 2 & 4 High Cube Warehouses and Perris Valley Storm Drain Channel Improvement (“Original Project”). The purpose of this Addendum is to demonstrate that the Revised Project does not affect the conclusions of the previously certified Environmental Impact Report (2021 EIR) (State Clearinghouse Number: 2019100297).

2 PROJECT BACKGROUND

On July 16, 2021, the City of Perris Planning Commission certified the IDI Rider 2 & 4 High Cube Warehouses and Perris Valley Storm Drain Channel Improvement EIR; case number 19-05180 and approved Development Plan Review case numbers DPR 19-00004 and DPR 19-00006; Tentative Parcel Map [TPM] 37437 and TPM 37438 [case numbers 19-05058 and 19-05096]. On July 27, 2021, the City of Perris City Council denied the Appeal Application 21-05140 by the Golden State Environmental Justice Alliance and affirmed the Planning Commission’s decision of June 16, 2021 to certify EIR 19-05180 and approve DPR 19-00004, DPR 19-00006, TPM 37437 and TPM 37438.

The Original Project allowed for the construction and operation of two high-cube warehouses (Rider 2 & 4) on approximately 65 net acres on the east side of Redlands Avenue between Rider Street and Morgan Street, to consolidate nine (9) lots into two parcels, and provide improvements to the Perris Valley Storm Drain (PVSD) Channel and Rider Street bridge. Associated parking, landscaping, employee amenities, and utility infrastructure were also implemented to serve the Original Project.

The focus of this Addendum is limited to the Original Project’s automobile parking area located east of the Rider 2 Building (Rider 2 site consists of 39.51 acres) in the southeastern corner of the Original Project site, totaling 2.2 acres.

2.A Original Project and 2021 EIR

The 2021 EIR evaluated the potential environmental impacts of the Original Project consisting of two High-Cube Transload and Short-Term Storage Warehouse buildings totaling approximately 1,373,449 square feet of High-Cube Transload and Short-Term Storage Warehouse use (without cold storage) and the development and subsequent operations and maintenance of improvements to the PVSD Channel. At the time that the operational technical reports (e.g. traffic report, air quality, etc.) were prepared, Rider 2 was proposed to consist of 806,351 square feet of building space and Rider 4 was proposed to consist of 567,098 square feet of building space. Following certification of the 2021 EIR, Rider 2 was constructed with an 804,803-square-foot building and Rider 4 with a 548,019-square-foot building, for a total of 1,352,822 square feet. However, the higher square footages for Rider 2 and Rider 4 were evaluated in the 2021 EIR to account for any minor changes that may occur to the building area as part of the final design. Additionally, the Original Project was anticipated to be constructed in a single phase by Year 2021.

2.B Summary of 2021 EIR Findings

The environmental topic areas identified for study in the 2021 EIR were 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, noise, transportation, tribal cultural resources, and utilities and service systems. The 2021 EIR findings are summarized below with respect to each environmental topic areas analyzed in the 2021 EIR.

A. No Impacts/Less than Significant Impacts

The 2021 EIR concluded that the Original Project would have no impact or less than significant impacts for a number of environmental topic areas, as identified below:

- Aesthetics (scenic vistas; scenic resources within a State scenic highway; substantially degrade the existing visual character of public views; light and glare during operation; and associated cumulative impacts).
- Agriculture and Forestry Resources (convert Farmland to non-agricultural use; conflict with agricultural zoning or a Williamson Act contract; conflict with zoning for or cause forest land or timberland to be rezoned; loss of forest lands or conversion to non-forest use; other changes that involve conversion of Farmland or forest land; and associated cumulative impacts).
- Air Quality (Air Quality Management Plan consistency; exposure of sensitive receptors to substantial pollutant concentrations during operations, and other emissions/odors; and associated cumulative impacts).
- Biological Resources (wildlife movement; conflict with local policies and ordinance protecting biological resources; and associated cumulative impacts).
- Cultural Resources (historic resources; and associated cumulative impacts).
- Energy (energy consumption; conflict with plans for renewable energy or energy efficiency; and associated cumulative impacts).
- Geology and Soils (rupture of a known earthquake fault; direct or indirect effects due to strong seismic ground shaking; landslides; soil erosion or loss of topsoil; soils incapable of supporting septic tanks; and associated cumulative impacts).
- Greenhouse Gas Emissions (conflict with an applicable plan, policy, or regulation for reducing greenhouse gas emissions; and associated cumulative impacts)
- Hazards and Hazardous Materials (significant hazard to the public or environment through the transport, use, or disposal of hazardous materials; hazardous material substances or waste near a school; located on a list of hazardous materials sites; interfere with an emergency response plan; wildland fires; and associated cumulative impacts).
- Hydrology and Water Quality (violate water quality standards or degrade surface or groundwater quality; decrease groundwater supplies; alter the existing drainage pattern resulting in erosion, flooding, or exceedance of the capacity of storm water drainage

systems; conflict or obstruct the implementation of a water quality or groundwater plan; and associated cumulative impacts).

- Land Use and Planning (physically divide an established community; conflict with any land use plans, policies, or regulations; and associated cumulative impacts).
- Mineral Resources (loss of availability of a known, valuable mineral resource or locally important mineral resource recovery site; and associated cumulative impacts).
- Noise (substantial permanent increase in ambient noise levels from on-site operations; excessive groundborne vibration or groundborne noise levels; and associated cumulative impacts).
- Population and Housing (induce substantial population growth; displace substantial numbers of existing housing or people; and associated cumulative impacts).
- Public Services (fire protection; police protection; schools; parks; other public facilities; and associated cumulative impacts).
- Recreation (increased use of existing recreational facilities; construction or expansion of recreational facilities; and associated cumulative impacts).
- Transportation (conflict with CEQA Guidelines Section 15064.3 subdivision b; and associated cumulative impacts).
- Tribal Cultural Resources (change in the significance of a listed or eligible for listing tribal cultural resources; and associated cumulative impacts).
- Utilities and Service Systems (new or expanded utility facilities; sufficient water supplies exceed the capacity of wastewater treatment facilities; generate solid waste in excess of capacity of infrastructure, comply with solid waste regulations; and associated cumulative impacts).
- Wildfire (location in a State Responsibility Area or very high fire hazard severity zone; and associated cumulative impacts)

B. Less than Significant Impacts with Mitigation Incorporated

The 2021 EIR concluded that the Original Project would result in less than significant impacts with mitigation incorporated for the following environmental issues:

- Aesthetics (light and glare during construction)
- Air Quality (expose sensitive receptors to substantial pollutant concentrations during construction; and associated cumulative impacts)
- Biological Resources (effects on candidate, sensitive or special status species; riparian habitat, sensitive natural community, or federally protected wetlands; and habitat conservation plan, natural conservation community plan, or other plan [MSHCP])
- Cultural Resources (archaeological resources and human remains)
- Geology and Soils (seismic-related ground failure including liquefaction; unstable soil; expansive soils; and paleontological resources)

- Hazards and Hazardous Materials (create a significant hazard through upset and accident conditions involving the release of hazardous materials; and safety hazard for those residing or working within an airport land use plan)
- Hydrology and Water Quality (risk release of pollutants due to project inundation)
- Noise (substantial temporary increase in ambient noise levels from construction; and located within an airport land use plan and would expose people to excessive noise levels)
- Transportation (conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway bicycle, and pedestrian facilities; increase hazards due to a geometric design feature; emergency access; and associated cumulative impacts)
- Tribal Cultural Resources (cause a substantial adverse change in the significance of a tribal cultural resource; associated and cumulative impacts)

C. Significant and Unavoidable Impacts

The 2021 EIR concluded that the Original Project would result in significant and unavoidable impacts for the following issues:

- Air Quality (cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment [nitrogen oxides [NOx], which is an ozone precursor])
- Greenhouse Gas Emissions (substantial cumulative generation of greenhouse gas emissions)
- Noise (substantial permanent or temporary increase in ambient noise [Project and cumulative off-site traffic noise])

3 REVISED PROJECT DESCRIPTION

The Revised Project consists of a Major Modification to replace automobile parking with truck trailer parking at the existing, already constructed, Rider 2 Building. As shown on Attachment A, Figure 1, *Overall Site Plan*, the Rider 2 Building includes an 804,803-square-foot warehousing building on an approximate 39.51-acre parcel. The Revised Project consists of converting the existing auto parking lot east of the existing Rider 2 Building from 307 auto parking spaces to 206 auto parking spaces, 85 new (12 foot by 53 foot) trailer stalls, and a new concrete tilt-up screen wall and gate. With the Major Modification, Rider 2 would provide a total of 249 trailer parking stalls. Additionally, the Revised Project would re-stripe designated electric vehicle (EV) stalls and would relocate affected EV Supply Equipment units to new locations.

3.A Existing Site vs. Proposed Changes

Since the certification of the 2021 EIR, the Rider 2 Building has been constructed, and the site has been built out. However, the Rider 2 Building was constructed at a smaller size of 804,803 square feet. The existing auto parking lot east of the existing Rider 2 Building is currently constructed with a 5-inch-thick portland cement concrete pavement parking area with 307 auto parking spaces.

As part of the Revised Project, proposed modifications include replacement of existing 5-inch-thick portland cement concrete pavement and hardscape with 7-inch-thick portland cement concrete pavement and hardscape, relocation of lighting structures, storm drainage adjustments, enhanced landscaping, and replacement of existing tubular steel screening fences with a 14-foot-high concrete masonry unit wall. Attachment A, Figure 2, *Existing Site vs Proposed Site Changes*, presents the changes of the Revised Project in comparison to the Original Project, as it currently exists. Access and distribution would remain the same as the Original Project with all truck access occurring off of Redlands Avenue. As with the Original Project, truck access would not be allowed from Rider Street. The Revised Project would continue to utilize the designated City of Perris truck routes including, but not limited to, Harley Knox Boulevard, Redlands Avenue, and Indian Avenue. Cut and fill for the Revised Project is expected to be less than 1 foot to achieve the proposed site grades.

The Revised Project's physical development impact area (approximately 2.2 acres) was identified within the physical disturbance area in the Original Project and 2021 EIR. The Revised Project operation would be similar to the operation of the Original Project that was assumed in the 2021 EIR. The Revised Project's impacts would be substantially similar in size, scale, and impacts that were previously assumed in the EIR would occur as part of the Original Project. The Revised Project would reduce the auto parking stalls to 206 stalls and add 85 new trailer parking stalls for a total of 249 trailer parking stalls. Pursuant to Section 4.2.2.4 of the Perris Valley Commerce Center Specific Plan and Chapter 19.69 of the Perris Municipal Code, a minimum of 183 auto parking spaces are required for the 804,803-square-foot Rider 2 Building. Therefore, the 206 auto parking stalls under the Revised Project would continue to exceed City standards. The additional trailer parking stalls would be used for the storage of trailers but they are not intended to increase the number of trucks traveling to and from the facility.

3.B Screen Wall Elevations

Attachment A, Figure 3, *Screen Wall Elevations*, provides the proposed 14-foot-high concrete screening wall in replacement of the existing tubular steel screening fences in the eastern portion of the Project site. The proposed wall would be painted on both sides with anti-graffiti coating and the panels would be painted to match the existing Rider 2 Building.

3.C Landscaping

Attachment A, Figure 4, *Landscape Plan*, shows the Revised Project's planting for the proposed truck yard and 14-foot-high screen wall. The proposed landscaping would provide additional cover along the meandering 15-foot-wide decomposed granite trail adjacent to the eastern side of the Project site. Landscaping would be comprised of 24-inch/36-inch/48-inch box trees and 5-gallon shrubs and would provide a 10-foot buffer between the Sinclair Street trail and screen wall. Types of trees proposed include desert willow, chitalpa, afghan pine, California sycamore, coast live oak, and African sumac. Types of shrubs proposed include century plant, coyote bush, toyon, feathery cassia, allen chickering sage, and coast rosemary.

3.D Storm Drain Adjustments

The Revised Project would continue to use the existing underground storm drain pipes and inlets. There is an existing 10-inch-wide catch basin that would remain in place. Under the Revised

Project, flows from the eastern parking area of the site would follow the existing drainage pattern and continue to drain to the existing 10-inch-wide catch basin and be collected by Lateral-A1, which is a 24-inch High Density Polyethylene storm drain. Attachment A, Figure 5, *Proposed Hydrology Conditions*, presents the Revised Project hydrology conditions.

4 REVISED PROJECT IMPACT ANALYSIS

The analysis below demonstrates that all potential environmental impacts associated with the Revised Project would be within the envelope of impacts already evaluated in the 2021 EIR for the Original Project. Changes to the Original Project impacts are identified and analyzed where relevant below. Additionally, technical studies for specific environmental topic areas have been prepared to compare the Revised Project impacts with the Original Project impacts to verify that the Revised Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the 2021 EIR.

4.A Construction-Related Impacts

The Revised Project's physical development impact area is identical to what was analyzed for the Original Project. Additionally, the Rider 2 Building analyzed in the 2021 EIR has already been constructed and the site has been built out. Under the Revised Project, modifications to the site are proposed, specifically in the eastern parking area of the site; however, the development impact area would not change. Therefore, construction-related impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, transportation, tribal cultural resources, and utilities and service systems would be the same as those identified in the 2021 EIR. Based on the proposed modifications, the environmental topic areas related to air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, and noise are further analyzed below to compare the impacts of the Original Project with the Revised Project. Additionally, the Project Applicant would continue to be required to implement all applicable mitigation measures imposed on the Original Project by the 2021 EIR.

A. Air Quality

Air quality and greenhouse gas emissions modeling was conducted to evaluate construction emissions generated by the Revised Project. Construction activities associated with the Project would result in emissions of volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), fine particulates 10 microns or less in diameter (PM₁₀), and fine particulates 10 microns or less in diameter (PM_{2.5}). As shown in Table 1 below, mass daily emissions resulting from the Project construction would not exceed the mass daily regional thresholds of significance established by the South Coast Air Quality Management District (SCAQMD) for emissions of any criteria pollutant and impacts would be less than significant.

Table 1 Overall Regional Construction Emissions Summary

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter						
2025	13.02	18.44	23.20	0.04	3.72	1.81
Total Maximum Daily Emission	13.02	18.44	23.20	0.04	3.72	1.81
SCAQMD Regional Threshold of Significance	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source (Urban Crossroads, 2025a, Table 3, Attachment B)

The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is represented by the existing residence at 807 Caden Place, approximately 874 feet (266 meters) east of the Project site while the nearest receptor used for evaluation of localized impacts of NO_x and CO is represented by the industrial building at 3140 Wilson Avenue, approximately 638 feet (194 meters) southwest of the Project site. As shown in Table 2 below, emissions resulting from construction activity would not exceed the SCAQMD’s localized thresholds of significance for any criteria pollutant and impacts would be less than significant.

Table 2 Localized Construction Impacts

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀ T	PM _{2.5} T
Demolition				
Maximum Daily Emissions	13.93	15.09	3.01	0.89
SCAQMD Localized Threshold	306	3,834	38	11
Threshold Exceeded?	NO	NO	NO	NO
Site Preparation				
Maximum Daily Emissions	12.45	11.78	1.17	0.63
SCAQMD Localized Threshold	373	4,975	46	13
Threshold Exceeded?	NO	NO	NO	NO
Grading				
Maximum Daily Emissions	17.25	16.12	3.05	1.78
SCAQMD Localized Threshold	373	4,975	46	13
Threshold Exceeded?	NO	NO	NO	NO

Source (Urban Crossroads, 2025a, Table 4, Attachment B)

Accordingly, the Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the 2021 EIR.

B. Energy

Construction activities associated with the proposed modifications would be comprised of temporary, single-event demands for diesel fuel and electricity and would not require on-going or permanent commitment of fuel for these purposes. As was the case with the Original Project, equipment used for Project construction would conform to California Air Resources Board regulations and California emissions standards and would therefore not result in inefficient, wasteful, or unnecessary consumption of power or fuel.

C. Geology and Soils

Consistent with the findings of the 2021 EIR, under the Revised Project, the proposed replacement of the existing portland cement concrete pavement with new portland cement concrete pavement would be designed in accordance with the Geotechnical Investigation recommendations (Attachment C, *Additional Subsurface Exploration*).

D. Greenhouse Gas Emissions

The estimated greenhouse gas (GHG) emissions include emissions from carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and refrigerants (R). As shown in Table 3 below, the Project would generate a total of approximately 2.63 metric tons of carbon dioxide equivalents (MTCO_{2e}/yr). When added to the emissions identified in Table 4.8-5 of the certified EIR, the increase in annual GHG emissions would be negligible (approximately 0.02 percent) and would not change the conclusions of the 2021 EIR.

Table 3 Project GHG Emissions

Source	Emissions (MT/year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO _{2e}
Annual construction-related emissions amortized over 30 years	2.60	0.00	0.00	0.00	2.63
Total CO _{2e} (All Sources)					2.63

Source (Urban Crossroads, 2025a, Table 5, Attachment B)

E. Hydrology and Water Quality

The Revised Project would remove and replace approximately 2.2 acres of the existing improvements for additional truck trailer parking and a revised landscaped area. As was the case with the Original Project, the Revised Project would comply with the regulatory requirements [i.e., Storm Water Pollution Prevention Plan (SWPPP)] discussed in the 2021 EIR.

F. Noise

As discussed in Attachment D, *Noise Assessment*, the Revised Project construction noise levels would not exceed construction-related noise or vibration significance thresholds at nearby noise receptor locations shown on Exhibit 5 of the Noise Assessment. In addition, the typical construction vibration levels are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating.

4.B Operation-Related Impacts

The Revised Project operation would be similar to the operation of the Original Project that was assumed in the 2021 EIR. Based on the proposed modifications, the environmental topic areas related to aesthetics, air quality, greenhouse gas emissions, hydrology and water quality, noise, and transportation are further analyzed below to compare the impacts of the Original Project with the Revised Project. Consistent with the findings of the 2021 EIR, the Project Applicant would continue to be required to implement all applicable mitigation measures imposed on the Original Project by the 2021 EIR.

A. Aesthetics

Under the Revised Project, proposed modifications include replacement of existing 5-inch-thick portland cement concrete pavements and hardscape with 7-inch-thick portland cement concrete pavements and hardscape, relocation of lighting structures, storm drainage adjustments, landscaping, and replacement of existing tubular steel screening fences with a 14-foot-high concrete masonry unit wall. Additionally, the Revised Project would add 85 new trailer stalls to the eastern parking lot.

Under the Revised Project, operation-related impacts to aesthetics would be reduced when compared to the Original Project due to the addition of the proposed 14-foot-high concrete screening wall in replacement of the existing tubular steel screening fences in the eastern portion of the Project site. This would block the view of truck movements along the eastern side of the Rider 2 Building during operation. Additionally, the proposed landscaping would enhance surrounding views of the Project site from the east.

The Revised Project would include relocation of lighting structures; however, consistent with the findings of the 2021 EIR for the Original Project, all lighting would be subject to the lighting requirements contained in the Perris Valley Commerce Center Specific Plan, the County of Riverside Ordinance No. 655, and Perris Municipal Code Section 19.02.110.

B. Air Quality and Greenhouse Gas Emissions

The Revised Project would not result in an increase in building square footage or vehicle trips. As such, the Revised Project would not result in any increase in operational air quality or GHG emissions from those evaluated in the 2021 EIR.

Potential operational health risks associated with diesel particulate emissions were evaluated based on the proposed change in parking conditions. As shown on Table 4 below, the Revised Project would result in a decrease in the residential, worker, and school cancer and non-cancer risk when compared to the Original Project. It should be noted that the reduction in residential cancer and non-cancer risk is attributed to a change in the location of the nearest residential receptor since the approval of the Original Project. The receptor previously identified, located approximately 110 feet south of the Project site, has been removed following the demolition of the residence and its replacement with an industrial building. Consequently, the residential receptor with the highest associated risk is now located along the truck route on Indian Avenue.

Table 4 Comparison of Maximum Risk

Source	Maximum Exposed Sensitive Receptor	Maximum Exposed Worker Receptor	Maximum Exposed School Receptor
	Cancer Risk Per Million		
Risk Attributable to Rider 2	4.34	0.70	0.13
Modified Rider 2	0.72	0.17	0.03
Net Change	-3.62	-0.53	-0.10
	Hazard Index		
Risk Attributable to Rider 2	0.002	0.002	0.0002
Modified Rider 2	0.0010	0.0006	0.00005
Net Change	-0.0008	-0.0018	-0.0002

Source (Urban Crossroads, 2025b, Table 3, Attachment E)

As such, impacts related to air quality and greenhouse gas emissions would be reduced when compared to the analysis and findings presented in the 2021 EIR for the Original Project.

C. Hydrology and Water Quality

As discussed in Attachment F1, *WQMP Update*, regarding construction-related water quality impacts, the Revised Project would remove and replace approximately 2.2 acres of the existing improvements for additional truck trailer parking and a revised landscaped area. Since under 50% of the site is proposed to be redeveloped, the Revised Project is not required to be treated for water quality. However, the Original Project site was included in the 2021 EIR and the proposed improvements would continue to drain to the existing pump and Filterra Bioscape.

As discussed in Attachment F2, *Hydrology Memo*, the Revised Project would result in an increase of 0.4% in impervious area and an additional 400 cubic yards of water quality volume would require treatment. The additional flows were concluded to not negatively impact the existing improvements. The Revised Project would follow the existing drainage pattern and continue to drain to the existing 10-inch-wide catch basin and collected by Lateral-A1. The hydraulic model for Lateral-A1 was recreated to properly model the pipe based on the Revised Project and flows. The results of the hydraulic analysis concluded that the proposed onsite runoff would not contribute to a worsening flooding condition as is currently existing on the site.

D. Noise

The Revised Project would not result in an increase in building square footage or vehicle trips. As such, the Revised Project would not result in any increase in operational noise emissions from those evaluated in the 2021 EIR. As concluded in Attachment D, *Noise Assessment*, operational stationary-source noise impacts under the Revised Project would be less than significant at the nearby noise-sensitive receiver locations shown on Exhibit 3 of the Noise Assessment.

E. Transportation

The existing Rider 2 Building has a slight reduction in building square footage and associated vehicle trips and employees, compared to the Original Project. Therefore, the Project would not result in a significant change in vehicle miles traveled, which is based on trip generation per employee, compared to the Original Project. Furthermore, the Original Project resulted in a less than significant vehicle miles traveled impact and was screened out for being in a low vehicle miles traveled area (Vehicle Miles Traveled Scoping Form dated May 12, 2020, approved by the City on September 21, 2020). The Project is in the same location and would continue to screen out of vehicle miles traveled for being in a low vehicle miles traveled area.

Furthermore, access and distribution would remain the same as the Original Project with all truck access occurring off of Redlands Avenue. As with the Original Project, truck access would not be allowed from Rider Street. The Revised Project would continue to utilize the designated City of Perris truck routes including, but not limited to, Harley Knox Boulevard, Redlands Avenue, and Indian Avenue.

F. All Other 2021 EIR Topics

The Revised Project operation would not impact agriculture and forestry resources, biological resources, cultural resources, geology and soils, and tribal cultural resources. Under the Revised Project, operation-related impacts to energy, hazards and hazardous materials, land use and planning, and utilities and service systems would be similar or reduced to the analysis and findings presented in the 2021 EIR.

5 CONCLUSION

The CEQA Guidelines (CEQA Guidelines Section 15162 – 15164) allow for the preparation of an Addendum to a previously approved/certified CEQA document when a subsequent project is within the scope of the analysis of the earlier approved CEQA document and when some changes or additions to the original CEQA document are necessary but none of the following conditions are met:

- a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;
- b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 1. The project will have one or more significant effects not discussed in the previous EIR;

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2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative (See CEQA Guidelines Section 15162).

If none of the circumstances listed above occur and only minor technical changes or additions are necessary to update the previously approved/certified CEQA document, an Addendum may be prepared (See CEQA Guidelines Section 15164).

Based on the preceding analysis, the Revised Project would not result in any new impacts, nor increase the severity of previously identified impacts as compared to the analysis presented in the 2021 EIR for the Original Project. The City of Perris, serving as the CEQA Lead Agency for the Revised Project (See CEQA Guidelines Sections 15050–15051), determined in its independent judgment that the Revised Project does not meet any of the circumstances from CEQA Guidelines Section 15162 and that an Addendum to the 2021 EIR is the appropriate CEQA compliance document for the Revised Project.

Attachment A:
Figures

Attachment B:
Air Quality & Greenhouse Gas Assessment

Attachment C:
Additional Subsurface Exploration

Attachment D:
Noise Assessment

Attachment E:
Health Risk Assessment

Attachment F1:
WQMP Update

Attachment F2:
Hydrology Memo
