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Initial Study
First Industrial Logistics at Harley Knox Indian

DPR 22-00016 and TPM 25-0004 (TPM 38684)

Prepared for:

City of Perris

May 2025

INITIAL STUDY

First Industrial Logistics at Harley Knox and Indian

DPR 22-00016 and TPM 25-0004 (TPM 38684)

Lead Agency

City of Perris

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May 2025

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ACRONYMS LIST

Acronym	Definition
AB 52	Assembly Bill 52
ADA	American Disabilities Act
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor Parcel Number
APZ	Accident Potential Zone
AQMD	South Coast Air Quality Management District
ASTM	ASTM International Standard
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Perris
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CZ	Clear Zone
DIF	Development Impact Fees
DPR	Development Plan Review
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GP	City of Perris Comprehensive General Plan 2030
I-215	Interstate 215
LST	Localized Significance Threshold
March ARB/IPA	March Air Reserve Base/Inland Port Airport
MRZ	Mineral Resources Zone
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO_2	Nitrogen Dioxide

Acronym	Definition
NPDES	National Pollutant Discharge Elimination System
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRC	Public Resource Code
PVMDP	Perris Valley Master Drainage Plan
PVSD	Perris Valley Storm Drain
RCA	Western Riverside County Regional Conservation Authority
SCAG	Southern California Association of Governments
SKR HCP	Stephen's Kangaroo Rat Habitat Conservation Plan
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TPM	Tentative Parcel Map
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

1.1 Purpose and Scope

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

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

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed Project, described in greater detail in *Section 3.0 – Project Description* below.

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

The proposed Project site is located within the Perris Valley Commerce Center (PVCC) area of the City of Perris. The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). Environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the 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 proposed Project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to *Section 2.4* of this Initial Study).

The PVCCSP EIR analyzed 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. Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects within the PVCC area comply with the required PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures as outlined in the Mitigation Monitoring and Reporting Program and that these requirements are implemented in a timely manner. Relevant Standards and Guidelines and applicable PVCCSP EIR mitigation measures that are incorporated into the proposed

Project are listed in the introduction to the analysis for each topical issue in *Section 6.0* and are assumed in the analysis presented.

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

1.2 Document Organization

This Initial Study includes the following:

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

Section 2.0 – Project Summary. Provides a summary of Project information.

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

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

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

Section 6.0 – Initial Study. Includes the Environmental Checklist Form from Appendix G, of the CEQA Guidelines, as amended in 2018. This section includes a series of questions about the project for each of the listed environmental topics. The Environmental Checklist evaluates the proposed Project's potential to result in significant adverse effects to the physical environment, identifies any mitigation measures that may reduce impacts to less than significant, and identifies if an EIR is required, and if and EIR is required, what environmental topics need to be analyzed.

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

1.3 Findings of this Initial Study

As identified through the analysis presented in this Initial Study, with incorporation of applicable mitigation measures and General Plan policies, the proposed Project would have no impacts or less than significant impacts related to aesthetic resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire. Further analysis for the following environmental topics is required in a forthcoming Draft EIR due to the potential for significant impacts:

- Agriculture and Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation
- Mandatory Findings of Significance

1.4 Documents Incorporated by Reference

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

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

These reports/studies are also available for review at:

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

1.5 Contact Person

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

Mathew Evans, Project Planner
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003 ext. 115
mevans@cityofperris.org

2.0 PROJECT SUMMARY

Project Title	First Industrial Logistics at Harley Knox and Indian DPR 22-00016; TPM 25-0004 (TPM 38684)
Lead Agency	City of Perris, 101 North D Street Perris, California 92570
Lead Agency Contact	Mathew Evans, Project Planner City of Perris, Planning Division 135 N. D Street Perris, California 92570 (951) 943-5003
Project Location	The proposed Project area is comprised of both on- and off-site areas totaling 26.22 gross acres. The on-site area is the Project site which encompasses 25.10 acres and is located at the northwest corner of Harley Knox Boulevard and Indian Avenue in the City of Perris, Riverside County, California. The Project site consists of Assessor's Parcel Numbers (APNs) 302-020-013, 302-020-028, 302-020-038, 302-020-032, 302-020-040, 302-020-043, and 302-020-048. The off-site area includes 1.10 gross acres of offsite improvements in Harley Knox Boulevard, Indian Avenue, and a storm drain connection to the Perris Valley Storm Drain (PVSD) Lateral B, a Riverside County Flood Control and Water Conservation District facility. The Project site and off-site area is located within Section 6, Township 4 South, Range 3 West, Riverside County, 7.5-minute Perris Topographic Map. Maps as shown on **Figure 1 – Regional Map**, **Figure 2 – Aerial Map,** and **Figure 3 – USGS Topographic Map**, respectively.
Project Sponsor's Name and Address	First Industrial Realty Trust, Inc. 898 N Pacific Coast Highway, Suite 175 El Segundo, CA 90245
General Plan Designation	PVCC SP - Perris Valley Commerce Center Specific Plan (See **Figure 5 – General Plan Land Use.)**
Zoning	Perris Valley Commerce Center Specific Plan (PVCCSP); General Industrial (GI) **(See Figure 6 – Specific Plan Zoning Designation.)**
Project Description	The First Industrial Logistics at Harley Knox and Indian (proposed Project) would consolidate the existing seven (7) parcels into one parcel in order to develop a 25.10-acre site with one 549,786-square-foot building including infrastructure, appurtenances, parking areas, and associated 1.10 gross acres of potential off-site areas supporting improvements as shown as shown on **Figure 8, Tentative Parcel Map 25-0004 (TPM 38684),** and **Figure 9 – Site Plan**. See *Section 4* for a detailed discussion of the Project Description.
Surrounding Land Uses and Setting	**North:** City of Moreno Valley; Flood Channel, Industrial uses, and vacant land **East:** Warehouses **South:** Vehicle auction/storage and asphalt manufacturing uses **West:** Vacant

Other Public Agencies Whose Approval is Required	▪ A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened. ▪ Compliance with the South Coast Air Quality Management District Indirect Source Rule (Rule 2305) for warehouse owners and operators and a permit to install and operate a diesel fueled fire water pump ▪ Approval of water and sewer improvement plans by the Eastern Municipal Water District (EMWD) ▪ Riverside County Flood Control and Water Conservation District ▪ California Department of Fish and Wildlife streambed alteration agreement may be required.

3.0 ENVIRONMENTAL SETTING

3.1 Project Location

The Project site encompasses approximately 25.10 gross acres of a vacant unimproved land. The Project site is located at northwest corner of Harley Knox Boulevard and Indian Avenue, within the City of Perris (City), Riverside County, California. As shown on **Figure 1 – Regional Map** and **Figure 2 – Aerial Map** The proposed Project site consists of Assessor's Parcel Numbers (APNs) 302-020-013, 302-020-028, 302-020-038, 302-020-032, 302-020-040, 302-020-043, and 302-020-048. The Project site is located within Section 7, Township 4 South, Range 3 West, San Bernardino Base and Meridian, on the Perris, California USGS 7.5 Quadrangle Map (Perris Quadrangle) as shown on **Figure 3 – USGS Topographic Map.** The proposed Project also includes a 1.10-acre off-site improvement area for improvements in Harley Knox Boulevard and Indian Avenue, and a drainage connection to the Riverside County Flood Control and Water Conservation District, Line B, located to the north of the Project site, as shown on **Figure 2.**

As shown in Exhibit LU-1: Planning Areas, of the City of Perris General Plan Land Use Element, the City of Perris is divided into 10 planning areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The Project site lies within Planning Area 1: North Industrial. This area is generally made up of "industrial" land use designations and uses. While there are some residential uses in this area, the majority of land uses are non-residential. Heavy truck traffic can be expected in this area, affecting future roadway design and maintenance.

The Project site is also located within the northern portion of the PVCC area, which encompasses more than five square miles and over 3,500 acres in the northern end of the City. The PVCC area is relatively flat, sloping in a southeasterly direction with elevations ranging from 1,430 to 1,500 feet above mean sea level. (PVCCSP, p. 1.0-1, 1.0-5). The City lies on the Perris Block, a 20- by 50-square-mile mass of crystalline rocks generated during the Cretaceous time period (Perris Comprehensive General Plan 2030. (Perris GP 2030, p. SE-8.) The Project site is located on land designated by the California Department of Conservation in its Farmland Mapping and Monitoring Program as "Prime Farmland," "Farmland of Local

Importance." and "Urban and Built-Up Land" as shown in **Figure 16 – Farmland Map.** It is also located within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County. The 250-foot-wide Perris Valley Channel is the major tributary to the San Jacinto River within the City and flows from north to south through southern Moreno Valley and Perris. (GP 2030 EIR, p. IV-48.)

3.2 Existing Setting

The Project site and off-site improvement area are relatively flat, with elevations averaging 1,450 feet above mean sea level. Historically, the Project site and off-site improvement area have been used for agricultural purposes. The Project site is currently unimproved and vacant. The southeast corner was previously developed with a 41,680-square-foot industrial building and associated parking lot and ornamental vegetation landscaping; however, that structure has been removed from the Project site. Views of the Project site and off-site improvement area existing condition are provided on **Figure 4 – Project Site Photographs**. The Project includes offsite improvements to the Perris Valley Storm Drain (PVSD) which is a regional flood control structure which has been designed to receive storm water flows the Project site.

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

3.3 Existing General Plan Land Use and Zoning Designation

The Project site has a General Plan land use designation of PVCC SP - Perris Valley Commerce Center Specific Plan as shown on **Figure 5 – General Plan Land Use Designation**. The PVCCSP establishes the zoning for the properties within the PVCC area. The PVCCSP zoning designation for the Project site is General Industrial (GI) as shown on **Figure 6 – Specific Plan Zoning Designation**. The off-site improvement area is located mostly within Indiana Avenue and Harley Knox Boulevard rights of way, and within the PVSD Lateral B, a Riverside County Flood Control and Water Conservation District storm drain facility.

3.4 Surrounding Land Uses

The area to the north of the Project site is located within the City of Moreno Valley. The area surrounding the Project site is dominated by vacant land and existing industrial uses as shown on **Figure 2** above, and as described in **Table A – Surrounding Land Uses**, on the following page.

Table A – Surrounding Land Uses

Location	Existing Land Usage	General Plan Land Use Designation	Zoning Designation
Project Site	**Unimproved/Vacant Land, Warehouse Building that was demolished September 2023**	**PVCC SP - Perris Valley Commerce Center Specific Plan**	**PVCCSP - General Industrial**
North	PVSD Lateral B; City of Moreno Valley Industrial uses and vacant land	Business Park/Light Industrial, Open Space (City of Moreno Valley)	SP2081- Industrial / Business Park, Open Space (City of Moreno Valley)
East	Warehouse	PVCC SP - Perris Valley Commerce Center Specific Plan	PVCCSP - Light Industrial
South	Vehicle auction/storage and asphalt manufacturing	PVCC SP - Perris Valley Commerce Center Specific Plan	PVCCSP - General Industrial
West	Vacant land	PVCC SP - Perris Valley Commerce Center Specific Plan	PVCCSP - General Industrial

3.5 Airport Land Use

The Project site and off-site improvement area are located approximately 5.9 miles to the northwest of the Perris Valley Airport and are located outside of the Perris Valley Airport Influence Area. However, the Project site and the off-site improvement area are located within the March Air Reserve Base/Inland Port Airport Comprehensive Land Use Plan Compatibility Zones A, B1-APZ I, B2, and C1 as shown on **Figure 7 – March Air Reserve Base/Inland Port Airport Compatibility Zones**.

3.6 Vehicular Circulation and Site Access

Regional access to the Project site is provided via Interstate 215 (I-215) located approximately 2 miles west of the Project site. Existing roadways adjacent to the Project site include Harley Knox Boulevard and Indian Avenue. There was an industrial development at the southeastern corner of the Project site, that was demolished in September 2023, that included access via three driveways. Due to the existing medians on Harley Knox Boulevard and Indian Avenue, only one driveway had full access (right-in/right-out and left-in/left-out) to the now demolished building. The General Plan circulation designations and the current roadway conditions are described below: (GP, pp. 24, 30, 41.)

- Harley Knox Boulevard is an east-west six-lane with a raised median roadway designated for 128 foot of right-of-way classified as an Arterial. From Redlands Avenue to I-215, Harley Knox Boulevard is a designated truck route. Harley Knox Boulevard, from Lake Perris Drive to Webster Avenue, is designated as a Class I Shared-Use Path. A Class I Shared-Use Path or Multipurpose Path provides paths completely separated from motor vehicle traffic for use by people walking and biking. Currently, Harley Knox Boulevard has a raised median throughout portions of the Project site's frontage. Portions of the northern half of Harley Knox Boulevard are unimproved and do not contain sidewalks, streetlights, gutters, or the Class I Shared-Use Path. Although, not designated, Harley Knox Boulevard's northern half contains a Class II Bikeway (Bike Lanes). Class II Bike Lanes provide one-way bike travel on a street or highway.

- Indian Avenue is a north-south four-lane roadway with a raised or painted median, designated for 94 foot of right-of-way classified as a Secondary Arterial. From the City's northern limits to Placentia Avenue, Indian Avenue is a designated truck route. Currently, Indian Avenue has a raised median and varies from three lanes at Harley Knox Boulevard to two lanes north of the Project site, where the two northbound lanes merge into a single lane to pass over the existing bridge. Portions of the Project site's frontage are currently unimproved and do not contain sidewalk, or curb and gutter.

3.7 Existing Utility Infrastructure

3.7.1 Water

Domestic water services in the Project vicinity are provided by the Eastern Municipal Water District (EMWD). There are existing water lines near the Project site: a12-inch diameter water line in Harley Knox Boulevard and Indian Avenue. There is also an existing 12-inch diameter water line in Webster Avenue. (PVCCSP, p. 3.0-16.)

3.7.2 Recycled Water

Recycled water service in the Project vicinity is also provided by the EMWD. The EMWD maintains a 12-inch recycled water line in Indian Avenue that is capped and ends approximately 166 linear feet north from the Harley Knox Boulevard and Indian Avenue intersection. There are recycled water lines within Nance Street, south of the Project site, and Redlands Avenue east of the Project site. (PVCCSP, p. 3.0-19.) There are no other existing recycled water lines adjacent to the Project site.

3.7.3 Sewer

Sewer (wastewater) collection and treatment services in the Project vicinity are also provided by the EMWD. The EMWD maintains an existing 15-inch diameter sewer main (flows east) in Harley Knox Boulevard along the Project site's frontage and an existing 12-inch diameter sewer main (flows south) in Indian Avenue along the Project site's frontage.

3.7.4 Storm Drain

The Project site is located within the Perris Valley Master Drainage Plan (PVMDP) within the San Jacinto River watershed, which is part of the larger Santa Ana River watershed. The Perris Valley Storm Drain Lateral B (hereinafter "Lateral B") is an existing Riverside County Flood Control and Water Conservation District storm drain facility that is located adjacent to the north of the Project site. (Refer to **Figure 2 – Aerial Map**.) Lateral B is an earthen channel that conveys stormwater with other tributaries and flows southerly to the San Jacinto River. Additionally, there is an existing City of Perris 18-inch diameter storm drain in Indian Avenue that extends to a portion of Harley Knox Boulevard. This storm drain conveys runoff easterly in Harley Knox Boulevard then northerly in Indian Avenue to Lateral B.

3.7.5 Other Utilities

Existing development utility services are provided by the purveyors identified in **Table B – Utility Purveyors**.

Table B – Utility Purveyors

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

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

- Indian Avenue – There are two existing power poles and a streetlight along Indian Avenue, within the Project site's frontage. The northern portion of Indian Avenue, along the Project site's frontage, contains above ground telephone and electricity lines. The southern portion of Indian Avenue contains underground telephone and electricity lines.
- Harley Knox Boulevard – There are five (5) existing streetlights along Harley Knox Boulevard, within the Project site's frontage. There is an existing 6-inch diameter gas line in Harley Knox Boulevard.

3.8 Public Transit

Regional bus service in Western Riverside County, including the City, is provided by the Riverside Transit Agency, also known as RTA. Currently, the Riverside Transit Agency operates two bus routes within the PVCC area; Routes 19 and 41. The closest bus route to the Project site is Route 19. The closest bus stop to the Project site is the Perris Boulevard and Ramona Expressway stop, which is approximately 0.5 miles southeast of the Project site.

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. The Metrolink stations closest to the Project site are Moreno Valley/March Field Station and Perris Downtown Metrolink Station; approximately 4.6 miles northwest and 5.1 miles south of the site, respectively.

Greyhound Bus Lines provides private transportation services that link the principal population centers of the County with other regions. This includes east-west service connecting Blythe, Indio, Palm Springs, Banning/Beaumont, and Riverside (via San Bernardino). The service continues westward to downtown Los Angeles and intermediate stops. North-south service connects Riverside with Temecula, continuing southward to San Diego. The number of bus trips in each direction ranges from five to eight per day. (GP, p. 24.)

4.0 PROJECT DESCRIPTION

4.1 Land Use Applications

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

- Tentative Parcel Map 25-0004 (TPM 38684): Consolidate the existing seven (7) parcels into one parcel and dedicate portions of the Project site to Harley Knox Boulevard and Indian Avenue Road right-of-way as per **Figure 8 – Tentative Parcel Map 25-0004 (TPM38684)**.
- Development Plan Review (DPR) 22-00016: Develop a 25.10-gross-acre site with a 549,786-square-foot industrial high-cube non-refrigerated speculative warehouse distribution building per **Figure 9 – Site Plan**. In addition to the 25.10-gross-acre Project site, 1.10 acres of off-site improvements are included.

4.2 Proposed Project

The First Industrial Logistics at Harley Knox and Indian Project and off-site improvement area (collectively referred to as proposed Project or Project) involves the merging of seven (7) parcels for the construction and operation of an approximately 549,786-square-foot non-refrigerated warehouse building including infrastructure, appurtenances, associated parking areas, and associated offsite supporting improvements. The proposed warehouse building would accommodate high-cube warehouse distribution uses, anticipating that approximately 10,000 square feet could be utilized for supporting office and mezzanine uses. Pursuant to the PVCCSP Guidelines, the building would include solar-ready rooftop panels. The Project would include a total of 94 dock doors on the north side of the building. Based on the employment projection factor for light industrial uses per the PVCCSP the Project is anticipated to create approximately 542 jobs. The proposed Project would be constructed as a speculative or "spec" building; that is, there is not a specific tenant identified at this time. It is anticipated that the building could operate 24 hours a day, seven days a week. The warehouse is not anticipated to include e-commerce.

As shown on **Figure 10-A – Building Elevations**, **Figure 10-B – Building Elevations**, and **Figure 10-C – Building Elevations,** the design of the building is modern industrial and includes concrete tilt-up wall construction with board-formed cement veneer and standard window glazing. The proposed building height is 48 feet, which would not exceed the City's maximum standard of 50 feet. Consistent with the Perris Municipal Code, Chapter 19.44 Industrial Zones and PVCCSP Chapter 8.2.1.4 Employee Break Areas and Amenities, two outdoor employee break areas with canopies and tables are proposed; one adjacent to the western office and the other adjacent to the eastern office as shown on **Figure 9**. Additionally, a bocce ball area would be included near the western passenger parking area, to the north of the eastern passenger parking area. Future tenants would provide an indoor employee amenity area as required by the PVCCSP.

Project Site Access

The Project site would be accessed by three driveways, one along Harley Knox Boulevard and two along Indian Avenue as shown on **Figure 9**. Automobile vehicles would access the Project site via two driveways: the driveway along Harley Knox Boulevard and the southerly driveway along Indian Avenue. Trucks would access the Project site via one driveway: the northerly driveway on Indian Avenue. The trucks would stop at the guard shack to access the loading areas that are located north of the building.

Emergency vehicle access would be available from the northerly Indian Avenue driveway and from the Harley Knox Boulevard driveway. The existing median on Indian Avenue would be modified to allow a left turn to access the Project site's proposed truck driveway. (See **Figure 9.**) The Indian Avenue northbound lanes would include an approximate 95-foot median transition with an approximate 150-foot left turn pocket so that trucks could access the Project site. The Indian Avenue southbound lanes would be striped for two southbound lanes starting from the Project's frontage to the Indiana Avenue and Harley Knox Boulevard intersection.

Parking

The automobile parking areas would be physically separated from the trucks' path of travel by the building and an 8-foot high manually operated metal gate containing view obscuring mesh and a Knox-pad for emergency vehicle access. This design provides separation between automobile and truck circulation. The Project would provide a total of 188 automobile parking stalls, which includes 147 standard stalls, 5 Americans with Disabilities Act-compliant (ADA) stalls, 1 ADA van stall, 32 standard electric vehicle stalls, 9 electric vehicle charging stations, 1 ADA electric vehicle charging station, 1 van electric vehicle charging station, and 1 ambulatory electric vehicle charging station. Automobile parking would be provided on the east and west side of the building near the office areas. The Project also includes 132 trailer parking stalls. Bike racks would also be provided at the Project site for employee use, per PVCCSP guidelines.

Pedestrian Circulation

To avoid potential conflicts between pedestrians walking between the passenger car parking lots and the office areas, the pedestrian paths of travel are provided between passenger vehicle parking areas and the office areas, away from the trucks' path of travel.

Portions of the existing sidewalk along the Project's frontage in Harley Knox Boulevard and Indian Avenue would be removed in order to construct curb and gutter, new sidewalks, and a multipurpose trail per PVCCSP and City standards. Improvements to Harley Knox Boulevard would include a 12-foot-wide parkway multipurpose lane. The multipurpose lane includes a 4-foot pedestrian path (two 2-foot-wide decomposed granite pedestrian paths), and an 8-foot-wide plain cement concrete bicycle path per PVCCSP and City standards. Improvements to Indian Avenue would include a 12-foot parkway multipurpose lane. The multipurpose lane includes a 4-foot pedestrian path, (two 2-foot-wide decomposed granite pedestrian paths), and an 8-foot-wide plain cement concrete bicycle path. In addition to the multipurpose lane, the Project would include a new 4-foot-wide sidewalk and 6-inch-wide mow curb along the Project frontage, as needed. The existing Class II Bike lanes along Harley Knox Boulevard would remain and would be repainted.

Screening and Landscaping

The Project would include screening and landscaping, consistent with City and PVCCSP standards, and include 14-foot-high screen walls and a 8-foot wrought iron fence along the perimeter of the proposed building, as shown on **Figure 11-A – Screening Details and Figure 11-B – Screening Details.** The proposed landscaping consists of drought-tolerant and climate appropriate trees, shrubs and ground cover that include native species that meet or exceed standards set forth in the PVCCSP as shown on **Figure 12 – Conceptual Landscape Plan**. The landscape plan is designed to provide visual appeal and screen the views of the passenger vehicle parking lots from public rights-of-way as shown on **Figure 13 – Line of Sight**.

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

Lighting

Project lighting would include security lights along the buildings and screen walls and pole-mounted lights in the parking areas. All Project-related lighting shall be designed, installed, and operated in conformance with the Perris Municipal Code.

4.3 Infrastructure Improvements

Existing and proposed infrastructure is shown on **Figure 14 – Existing and Proposed Utilities**.

4.3.1 Potable Water

The Project would connect to the 12-inch diameter potable water line in Harley Knox Boulevard and the 12-inch diameter potable water line in Indian Avenue for potable water, landscape irrigation, and fire water pump for fire flow demands. Specifically, a 2-inch lateral connection for potable water, a 2-inch lateral connection for landscape irrigation, and a 12-inch diameter lateral connection for fire services is proposed. No offsite potable water line improvements are needed to serve the Project.

4.3.2 Recycled Water

Because there are no existing recycled water lines adjacent to the Project site, other than the capped 12-inch diameter recycled water line in Indian Avenue, recycled water connections are not proposed. As described in *Section 4.3.1*, above, a 2-inch diameter potable water line lateral connection is proposed for landscape irrigation. No offsite recycled water line improvements are needed to serve the Project.

4.3.3 Sewer

The Project includes a proposed 6-inch diameter lateral sewer line to connect to the EMWD's existing 15-inch diameter sewer line in Harley Knox Boulevard. No offsite sewer line improvements are needed to serve the Project.

4.3.4 Storm Drain

The Project applicant proposes onsite curb and gutter and subsurface storm drains that would direct all onsite stormwater and nuisance runoff in subsurface storm drains to underground detention chambers located within the Project site, as shown on **Figure 8**. Following water quality treatment, stormwater would discharge to Lateral B, an earthen channel located north of the Project site, consistent with the PVMDP. As part of the Project, an outfall structure would be constructed outside of the Project site, within Lateral B, as shown on **Figure 8**. The outfall structure includes a concrete end wall that would convey onsite stormwater into the Lateral B channel. The outfall structure would also include riprap to dissipate stormwater flows. Because the outfall structure would be constructed within the Perris Valley Storm Drain, the Lateral B connection to this facility would most likely require regulatory permits from the California Department Fish and Wildlife and the Santa Ana Regional Water Quality Control Board. The final design of the outfall structure would be finalized during final engineering.

4.3.5 Utilities

Future development of the proposed Project site would require on-site network of water, sewer, storm drain, electric, and gas utility services. Currently there are existing water lines, sewer lines,

telecommunications, and electrical lines provided by the purveyors identified in **Table B – Utility Purveyors**. As part of the Project, the following utility improvements and relocations would be made:

- Indian Avenue – The two existing power poles along Indian Avenue would be undergrounded, and the streetlight would be relocated within the Indian Avenue right-of-way.
- Harley Knox Boulevard – The existing five (5) streetlights would be relocated within the Harley Knox Boulevard right-of-way.

4.4 Offsite Improvements

All potential offsite improvements are associated with pedestrian, road improvements, and the outfall structure are discussed in *Section 4.2* and *Section 4.3.4*.

4.5 Construction and Site Preparation

Project site construction would involve grading and earthwork within the Project site boundaries to accommodate the proposed warehouse structure, infrastructure, appurtenances, and associated parking areas as shown on **Figure 15 – Grading Plan**. The proposed warehouse building includes concrete tilt-up wall construction. Nighttime pouring of concrete is anticipated during summer months. The Project site grading is expected to balance onsite so no soil import or export is anticipated.

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

The Project would be constructed in a single phase and is anticipated to begin in June 2025. Construction is anticipated to be completed in 2026. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

4.6 Sustainability Features

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

Energy Efficiency

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- Design buildings to achieve U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) features for potential certification. This includes design

considerations related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, architectural expressions, such as roofs and windows in the buildings would relate to conserving energy.

- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting would incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials over office area spaces and light-colored paving materials.
- For future office space, install energy efficient HVAC systems (seasonal energy efficiency ratio (SEER) 13), appliances and equipment, and control systems that are Energy Star rated.
- For future office improvement, refrigerants and HVAC equipment would be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems would be designed to meet or exceed the minimum outdoor air ventilation rates described in the American Society of Heating, Refrigeration, and Air Conditioning Engineers standards and/or per California Title 24 requirements.
- Incorporate Energy Star rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Water Conservation and Efficiency

- Surface parking lots would be landscaped in accordance with City standards to reduce heat island effect.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 19.70 (Landscaping) of the Perris Municipal Code.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.
- Provide education about water conservation and available programs and incentives to the building operators to distribute to employees.

Solid Waste Measures

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

Transportation and Motor Vehicles

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

Onsite Equipment and Loading Docks

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

Construction

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

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

4.7 Discretionary Actions and Approvals

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

- Certification of an EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- Tentative Parcel Map 25-0004 (TPM 38684): Consolidate the existing seven (7) parcels into one parcel and dedicate portions of the Project site to Harley Knox Boulevard and Indian Avenue Road right-of-way; and

- Development Plan Review (DPR: Develop an approximately 25.1-gross-acre site with an approximately 549,786-squarefoot industrial high-cube non-refrigerated speculative warehouse distribution building per **Figure 9 – Site Plan**. The speculative unrefrigerated warehouse/distribution building is assumed to operate 24 hours a day 7 days a week. The Project proponent has committed to achieve LEED Silver Certified status for the building. In addition to the 25.1-acre site, up to 1.1 additional acres of potential offsite improvements may be necessary.

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

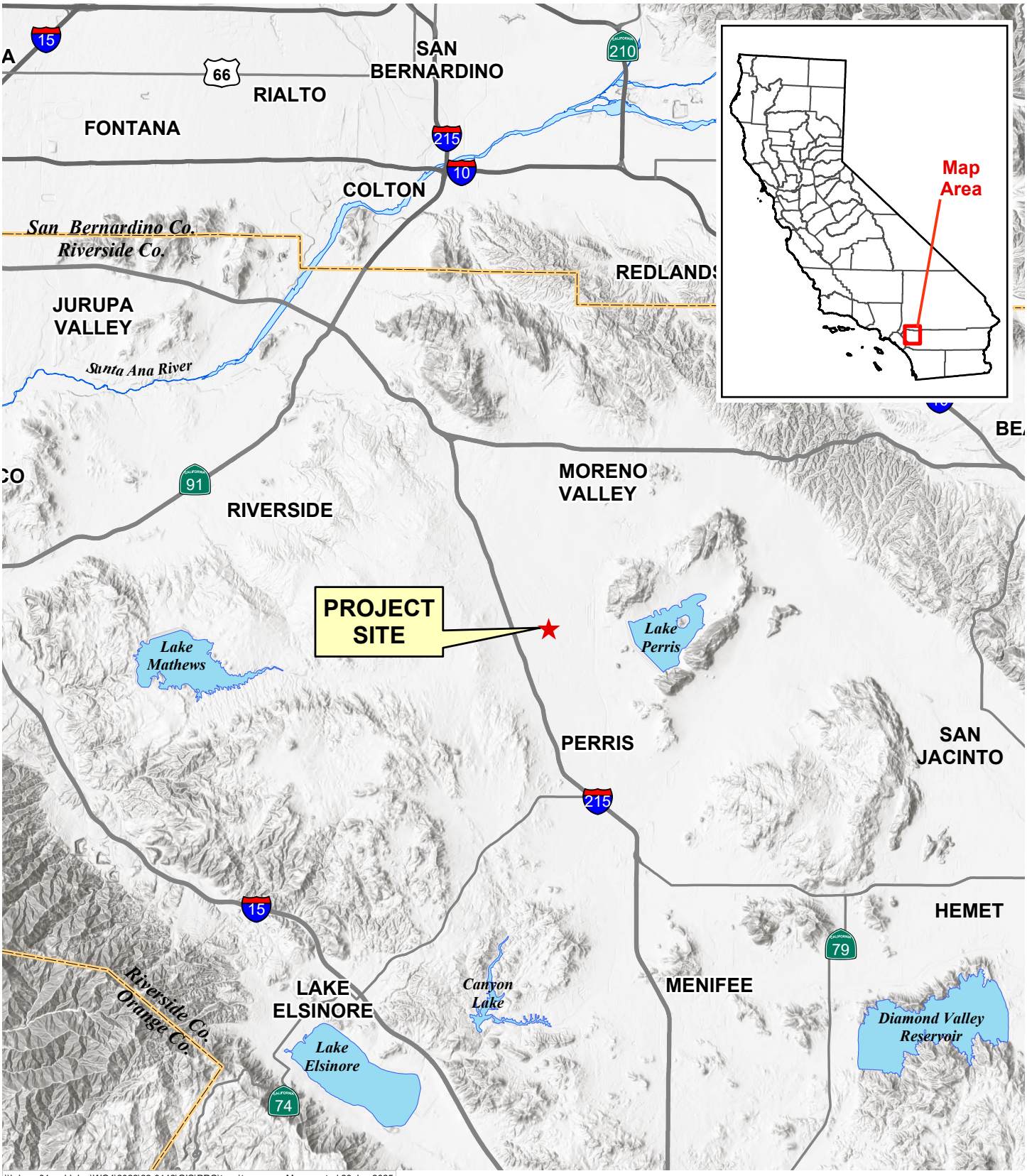
- Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on and offsite plans, including grading and on and offsite utilities; and
- Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction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

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

- Santa Ana Regional Water Quality Control Board - National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- South Coast Air Quality Management District – Compliance with the Indirect Source Rule (Rule 2305) for warehouse owners and operators and a permit to install and operate a diesel fueled fire water pump;
- Eastern Municipal Water District (EMWD) – Approval of water and sewer improvement plans;
- Other utility agencies - Permits or associated approval as necessary, for installation of new utility infrastructure or connections to existing facilities;
- Riverside County Flood Control and Water Conservation District - Encroachment permit for construction of Line A to discharge into the Perris Valley Storm Drain (PVSD), Lateral B;
- California Department of Fish and Wildlife - Section 1602 Lake and Streambed Alteration Agreement for the storm drain connections to the Perris Valley Storm Drain; and
- Santa Ana Regional Water Quality Control Board – Waste Discharge Permit for storm drain connections to the Perris Valley Storm Drain

FIGURE 1

Regional Map



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ALBERT A. WEBB ASSOCIATES

0 5 10 Miles

Source: Riverside County GIS, 2020

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 2

Aerial Map

LEGEND

- Project Boundary
- Offsite Disturbance Footprint

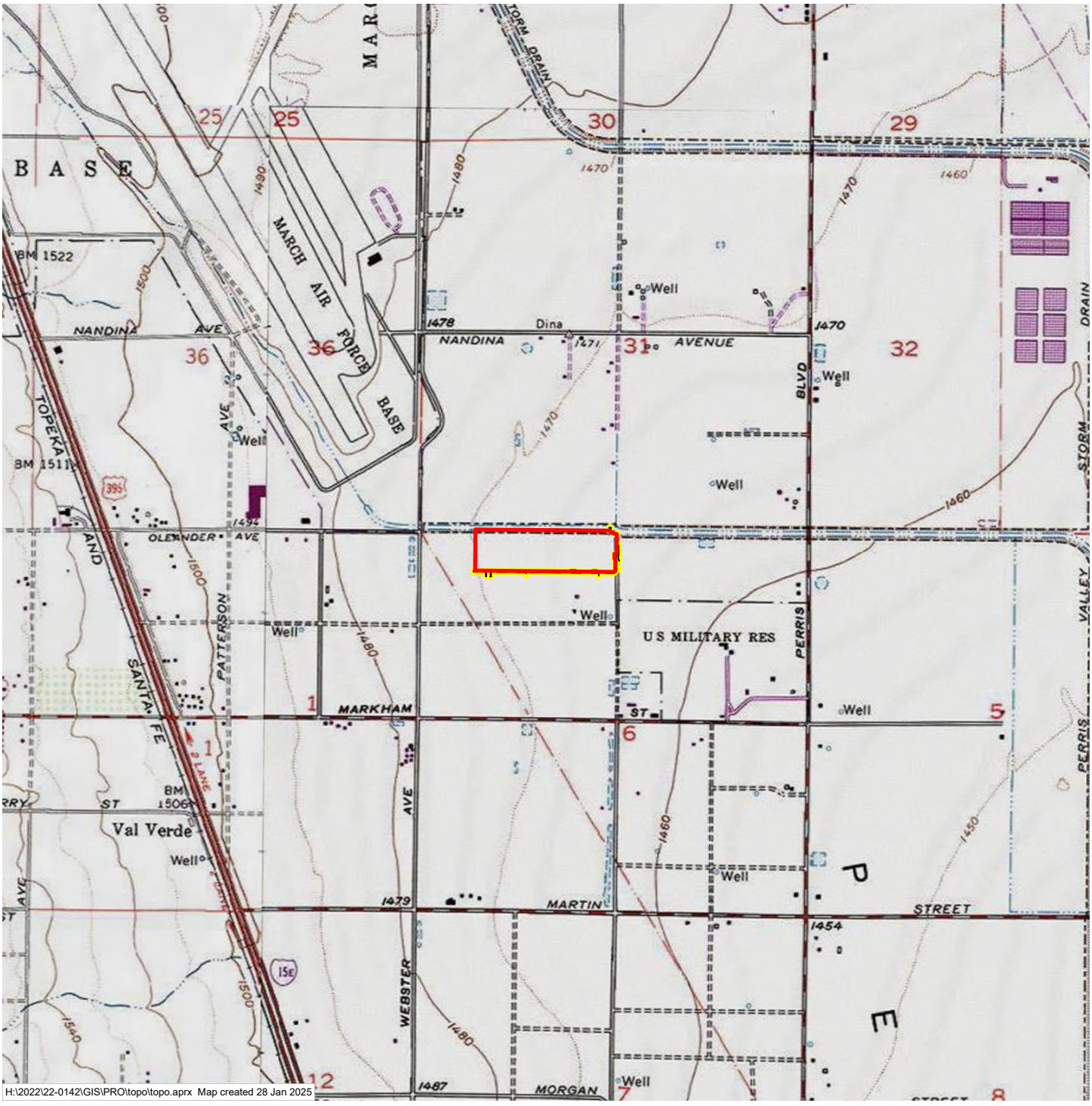
0 137.5 275 Feet

Source: Nearmap, 2024.

ALBERT A. WEBB ASSOCIATES

FIGURE 3

USGS Topographic Map



LEGEND

- Project Boundary
- Offsite Disturbance Footprint

0 1,000 2,000 Feet

Sources: ESRI / USGS 7.5min Quads: Perris, Riverside East, Steele Peak, Sunnymead.

ALBERT A. WEBB ASSOCIATES

FIGURE 4

Project Site Photographs

SW Corner - Facing North

SW Corner - Facing Northeast

SW Corner - Facing East

SE Corner - Facing West

SE Corner - Facing Northwest

SE Corner - Facing North

NE Corner - Facing West

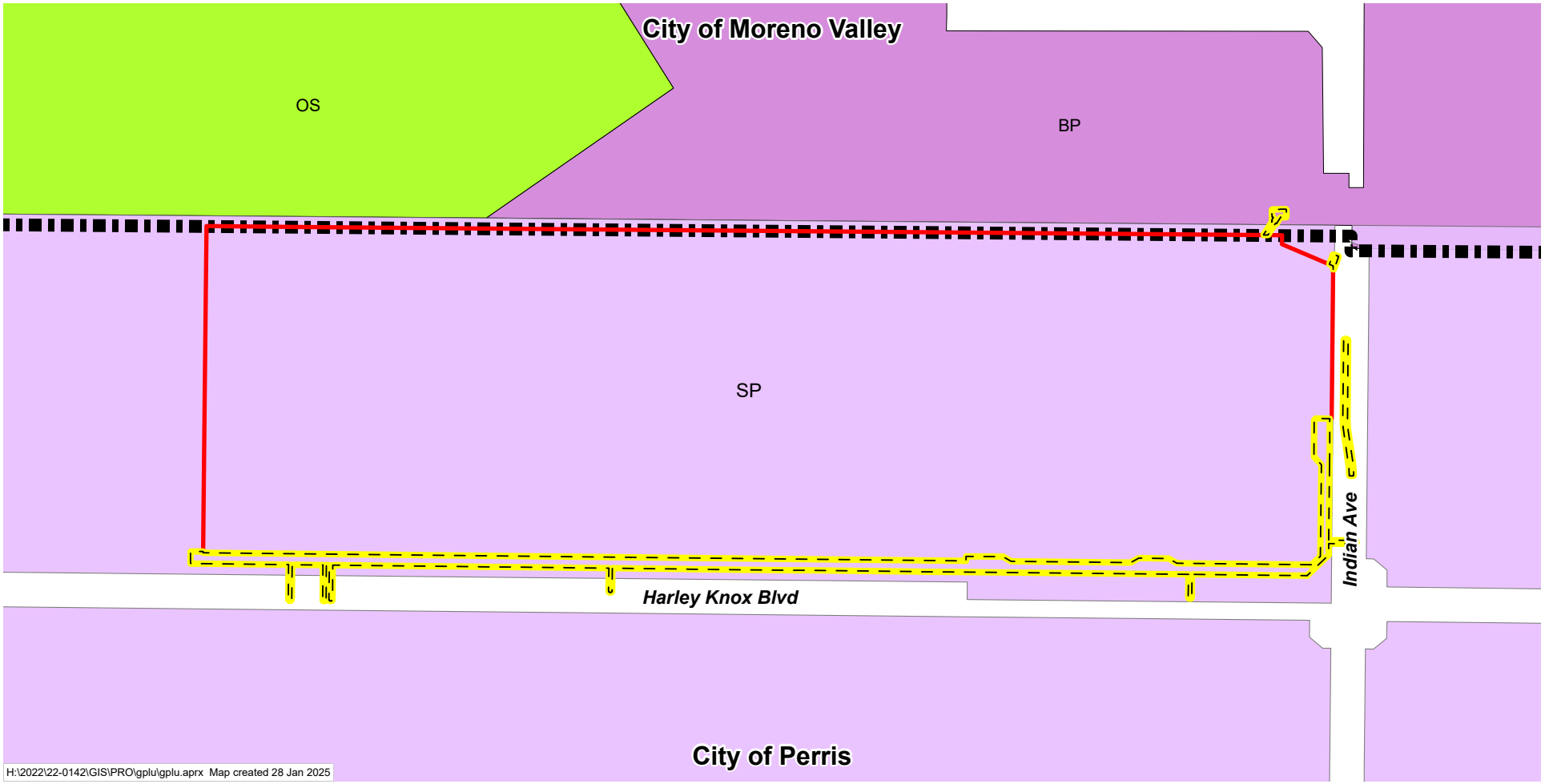
NE Corner - Facing Southwest

NE Corner - Facing South

ALBERT A. WEBB ASSOCIATES

FIGURE 5

General Plan Land Use Designation



LEGEND

- Project Boundary
- Offsite Disturbance Footprint

Perris GP Land Use Designation

- PVCC Specific Plan

Moreno Valley GP Land Use Designation

- Business Park/Light Industrial
- Open Space
- Cities

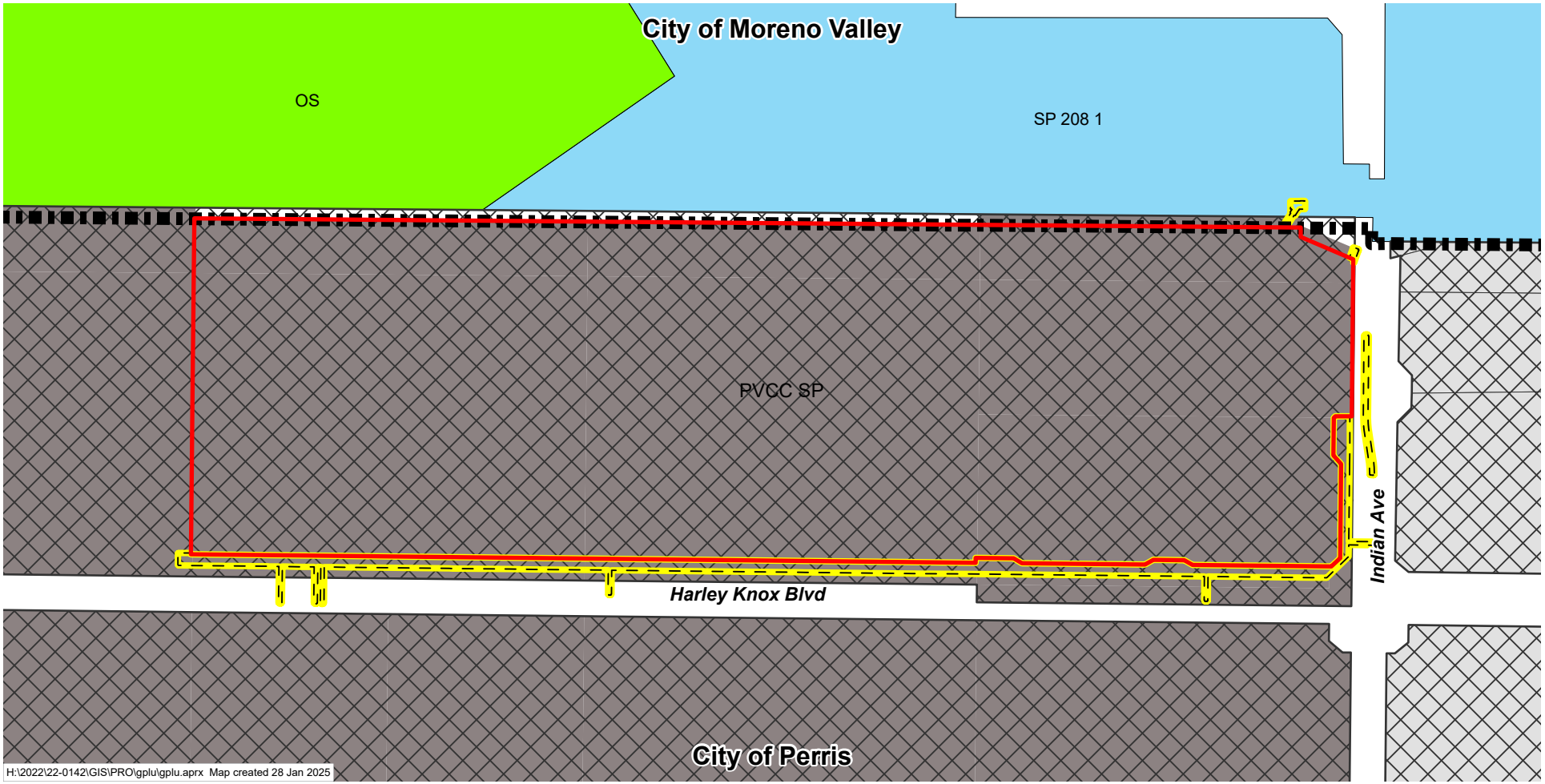
0 140 280 Feet

Sources: City of Perris General Plan Land Use, 2018; City of Moreno Valley, 2019.

ALBERT A. WEBB ASSOCIATES

FIGURE 6

Specific Plan Zoning Designation



LEGEND

- Project Boundary
- Offsite Disturbance Footprint
- Cities

Moreno Valley Zoning

- Industrial/Business Park
- Open Space/Park

Perris Zoning

- Perris Valley Commerce Center General Industrial SP

PVCCSP Zoning

- Light Industrial
- General Industrial

0 137.5 275 Feet

Sources: City of Perris General Plan Land Use, 2010; City of Moreno Valley Zoning, 2022.

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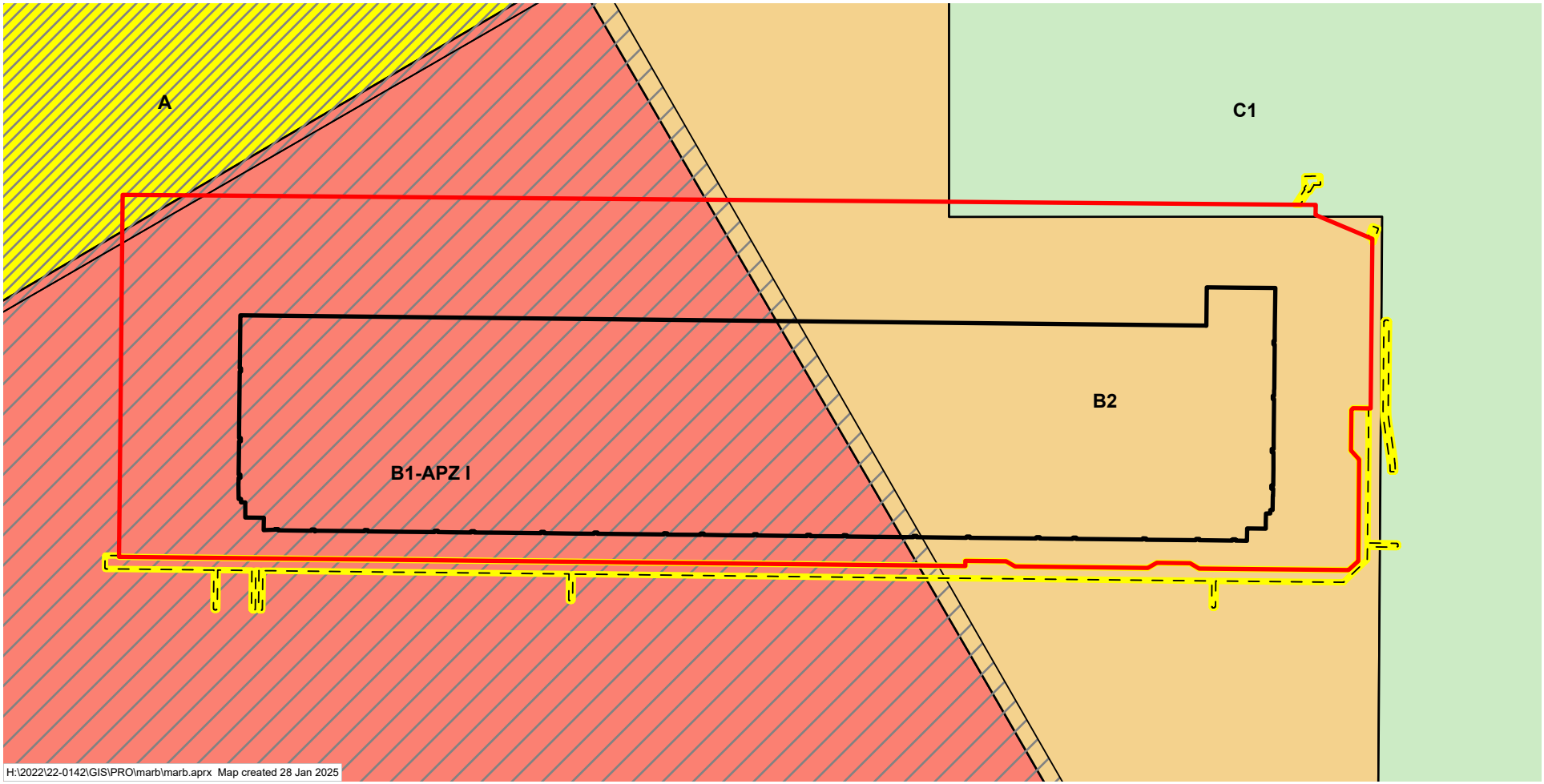
FIGURE 7 March Air Reserve Base/Inland Port Airport Compatibility Zones



LEGEND

- Project Boundary
- Building Footprint
- Offsite Disturbance Footprint

March Air Reserve Base Airport Compatibility Zones

- Zone A
- Zone B1-APZ I
- Zone B2
- Zone C1

Accident Potential Zones

- Clear Zone
- APZ I

0 125 250 Feet

Sources: Accident Potential Zones, 2008; Airport Compatibility Zones, 2024; Nearmap, 2024.

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FIGURE 8

Tentative Parcel Map 25-0004 (TPM 38684)

TENTATIVE PARCEL MAP NO. 38684

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

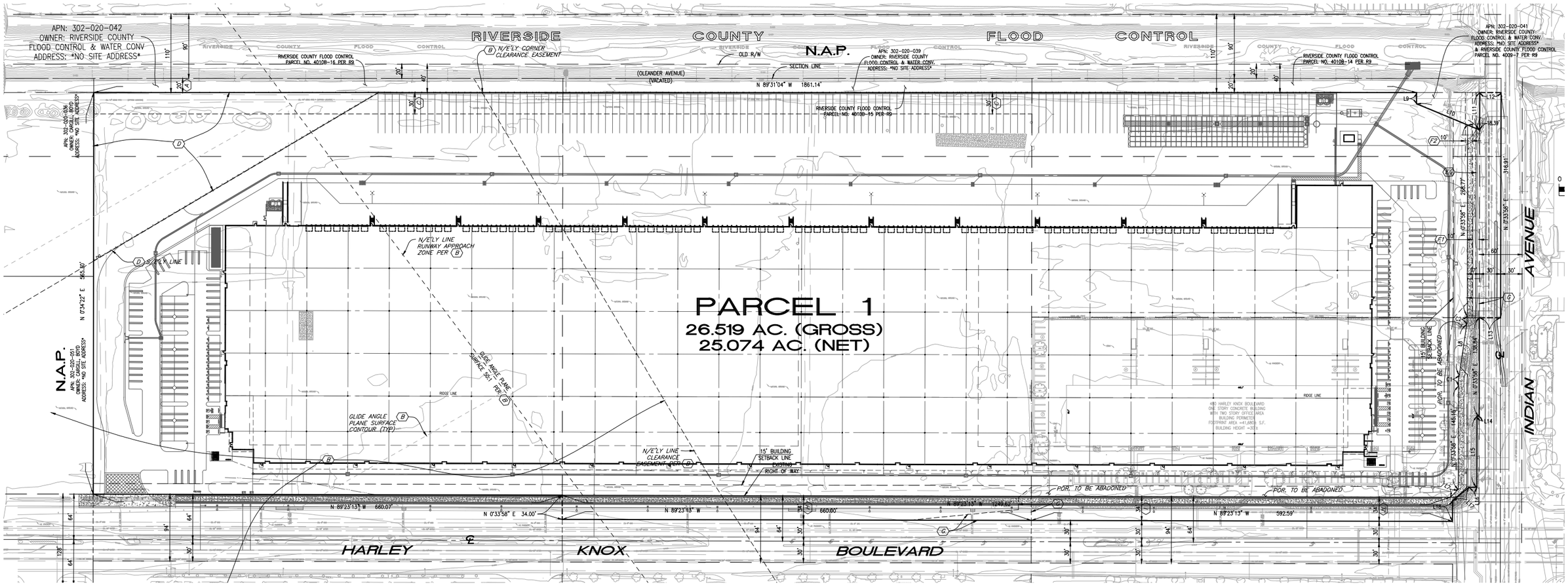
BEING A SUBDIVISION OF PORTIONS OF LOTS 1, 2 AND 3, BLOCK 3 OF RIVERSIDE TRACT, AS PER MAP RECORDED IN BOOK 14, PAGE 668 OF MAPS, RECORDS OF SAN DIEGO COUNTY.

APNs:

302-020-013
302-020-028
302-020-038
302-020-043
302-020-048

NOTES:

DATE OF PREPERATION: 05-25-2022
GROSS ACREAGE: 22.418
NET ACREAGE: 21.580
ANY EXISTING BUILDINGS SHOWN HEREON WILL BE REMOVED
TOTAL OF NUMBERED PARCELS: 1
TOTAL OF LETTERED LOTS: 0



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NTS

Sources: First Industrial Realty Trust, Inc., HPA Architecture, and Thienes Engineering, Inc., Mar. 20, 2023

ALBERT A. WEBB ASSOCIATES

FIGURE 9

Site Plan

PROJECT DATA

	BLDG. 2
SITE AREA	
In s.f.	1,094,727 s.f.
In acres	25.13 ac
BUILDING AREA	
Office - 1st floor	5,000 s.f.
Office - 2nd floor	5,000 s.f.
Warehouse	539,786 s.f.
TOTAL	549,786 s.f.
COVERAGE	49.8%
F.A.R.:	0.502
AUTO PARKING REQUIRED	
Office: (office area is less than 10%)	
Where: 1st 20K @ 1/1,000 s.f.	20 stalls
2nd 20K @ 1/2,000 s.f.	10 stalls
above 40K @ 1/5,000 s.f.	102 stalls
TOTAL	132 stalls
AUTO PARKING PROVIDED	
Standard (9' x 19')	105 stalls
Standard (11' x 19')	42 stalls
Accessible Parking (Standard)(9'x18')	5 stalls
Accessible Parking (Van) (12'x18')	1 stalls
Standard EV Spaces (9' x 19')	32 stalls
Standard EVCS (9' x 19')	9 stalls
Accessible EVCS Parking (Standard) (9'x18')	1 stalls
Accessible EVCS Parking (Van) (12'x18')	1 stalls
Accessible EVCS Parking (Ambulatory) (12'x18')	1 stalls
TOTAL	188 stalls
TRAILER PARKING REQUIRED	
Trailer: 1/5,000 SF	110 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	132 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Perris Valley Commerce Center General Industrial	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 50'	
MAXIMUM FLOOR AREA RATIO	
FAR - .75	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
LANDSCAPE REQUIREMENT	
Percentage - 10%	109,473 s.f.
LANDSCAPE PROVIDED	
In s.f.	183,438 s.f.
Percentage	16.8%
SETBACKS	
Harley Knox - 15'	
Side/ Rear - none, adjoining R zone- 20'	

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. PUMP HOUSE
3. CONCRETE WALKWAY
4. ENHANCED DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-0"X3'-0"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. PROVIDE METAL, MANUAL OPERATED SLIDING GATES W/ PERFORATED SCREEN MESH & KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. PROVIDE METAL, MANUAL OPERATED SWING GATES W/ PERFORATED SCREEN MESH & KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. LANDSCAPE. SEE "L" DWGS.
9. CONCRETE TILT-UP SCREEN WALL
10. BIKE RACK. PLEASE SEE DETAIL D/DAD-A4.1
11. APPROXIMATE LOCATION OF TRANSFORMER.
12. 8'H WROUGHT IRON FENCE
13. 14' H SCREEN WALL WITH ANTI GRAFFITI COATING
14. ELECTRICAL ROOM
15. PROPOSED SITE LIGHT POLE.
16. PROPOSED STREET LIGHT
17. TRASH ENCLOSURE PER CITY STANDARD.
18. PROPOSED FIRE HYDRANT
19. HANDICAPPED PARKING STALL SIGN
20. HANDICAPPED ENTRY SIGN
21. PRE-CAST CONC. WHEEL STOP
22. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H.
23. EXTERIOR CONC. STAIR.
24. CLEAR ZONE. THIS AREA TO BE SECURED FROM ANY OUTDOOR STORAGE AND PARKING. THIS AREA WILL BE UTILIZED FOR ON – SITE DRAINAGE
25. COLOR CONCRETE WITH SCORING LINES AT TRUCK DRIVEWAY
26. EMPLOYEE BREAK AREA WITH PICKLE BALL
27. EMPLOYEE BREAK AREA WITH CANOPY AND TABLE
28. FUTURE INDOOR EMPLOYEE BREAK AREA
29. AUTOMATIC BOOM BARRIER DOUBLE GATE
30. PROPOSED 8' CLASS I MULTIPURPOSE PATH
31. 3' WIDE W/ SWING GATE W/LOCKSET
32. RAISED PLANTER
33. KNOX BOXES & KNOX DEVICES SHALL BE PROVIDED
34. PROPOSED FIRE DEPT CONNECTION(FDC) LOCATION
35. EMPLOYEE BREAK AREA WITH BOCCE BALL COURT
36. GUARD SHACK

SITE PLAN GENERAL NOTES

1. THE SOILS REPORT PREPARED BY _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. PROVIDE TWO FIRE HYDRANT ON THE SITE. FINAL LOCATION WILL DETERMINATE IN DURING SUBMITTAL.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. NOT USED
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE LEGEND

- LANDSCAPED AREA
- SITE PAVING – SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- HANDICAP PARKING STALL (9' X 19')
- 26' FIRE LANE.
- FIRE LANE RED CURBS
- LIGHT STANDARD
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- PROPERTY LINE
- PATH OF TRAVEL
- TRUCK IN & OUT
- FIRE LANE

PROPERTY OWNER

FIRST INDUSTRIAL REALTY TRUST
898 N. PACIFIC COAST HIGHWAY SUITE 175
EL SEGUNDO, CA 90245
TEL: (310) 414-5400
CONTACT: MICHAEL GOODWIN
MGOODWIN@FIRSTINDUSTRIAL.COM

APPLICANT

FIRST INDUSTRIAL REALTY TRUST
898 N. PACIFIC COAST HIGHWAY SUITE 175
EL SEGUNDO, CA 90245
TEL: (310) 414-5400
CONTACT: MICHAEL GOODWIN
MGOODWIN@FIRSTINDUSTRIAL.COM

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2116
ATTN: RUBEN CHOI

ADDRESS OF THE PROPERTY

657 HARLEY KNOX BOULEVARD PERRIS, CA

ASSESSOR'S PARCEL NUMBER

302-020-043, 302-020-048,
302-020-013, 302-020-028, 302-020-038
302-020-040, 302-020-032

ZONING

ZONING DESIGNATION - PERRIS VALLEY COMMERCE CENTER
GENERAL INDUSTRIAL

LEGAL DESCRIPTION

REFER TO CIVIL

REFERENCE FOR THE FULL LEGAL DESCRIPTION FOR CONCEPTUAL GRADING PLAN SHEET 1 OF 9

39.1: THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 36 BLOCK 3 OF RIVERSIDE TRACT, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 668 OF MAPS, RECORD OF SAN DIEGO COUNTY.

39.2: THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A: THE NORTH OF ONE HALF OF LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 668 OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

PARCEL B: LOT 2 OF BLOCK 3 OF RIVERSIDE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 14 PAGE 668 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

39.3: REAL PROPERTY IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

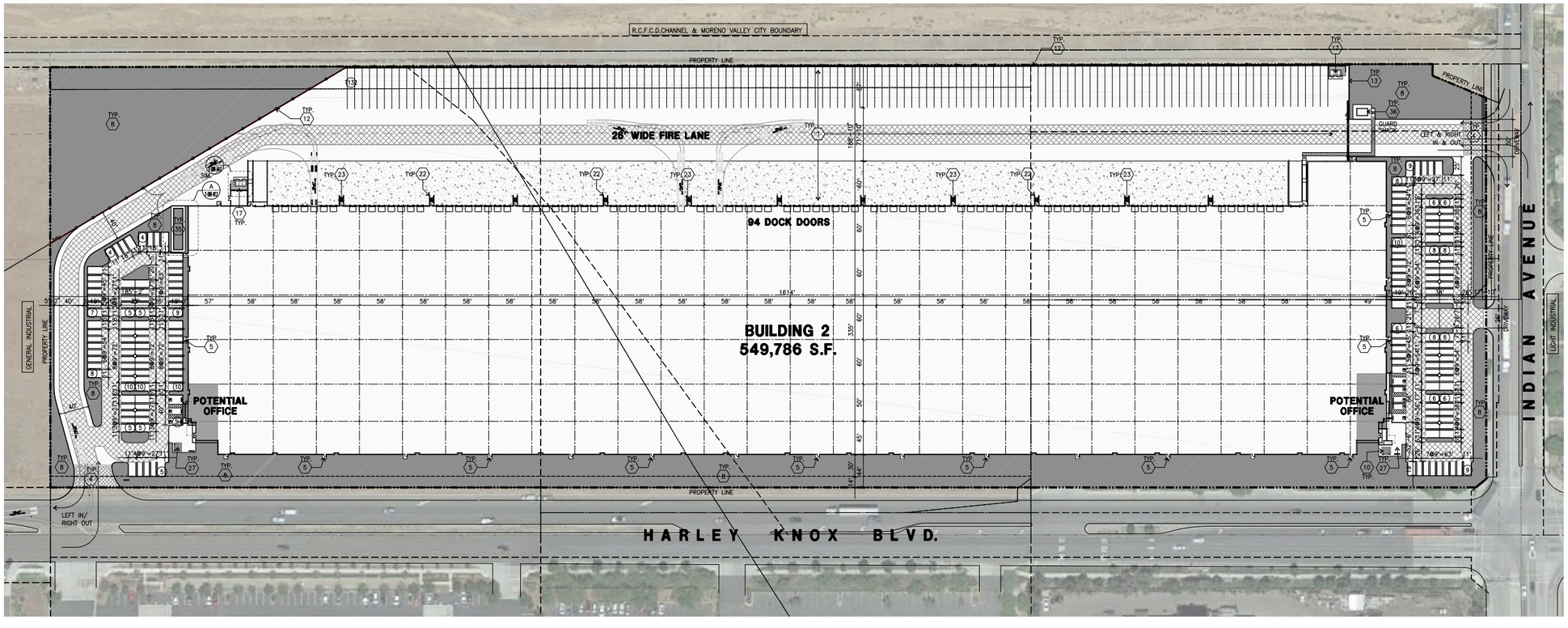
LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE(S) 668, OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, EXCEPTING THAT PORTION LYING SOUTH OF THE FOLLOWING DESCRIBED LINE :

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SAID SECTION 31 AND THE EAST LINE OF WEBSTER AVENUE AS SHOWN BY RECORD OF SURVEY ON FILE IN BOOK 64, PAGE 54, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

39.4: LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE SOUTH-[illegible] OF LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 668 OF MAPS, RECORDS OF SAN DIEGO COUNTY, EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1, SAID SOUTHEAST CORNER BEING A POINT ON THE WEST LINE OF INDIAN AVENUE, 60.00 FEET WIDE.



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ALBERT A. WEBB ASSOCIATES

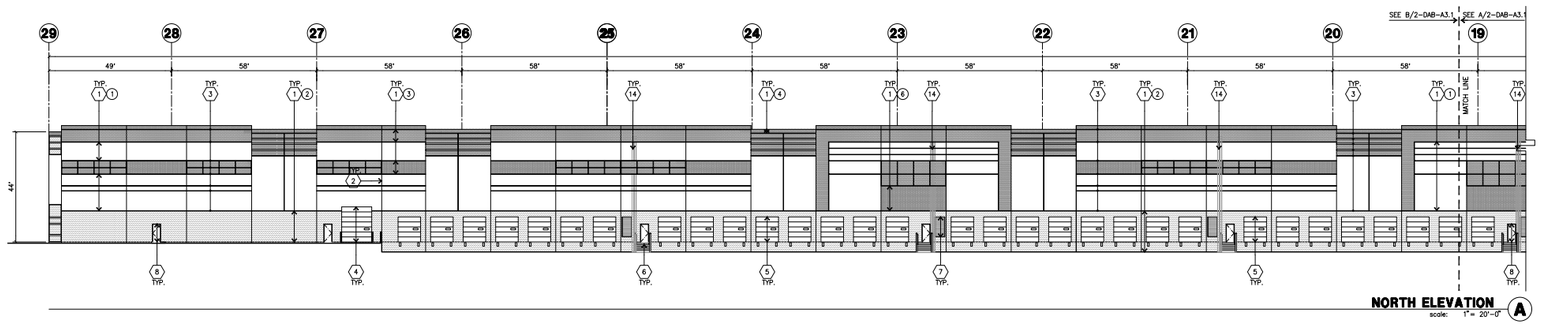
NTS

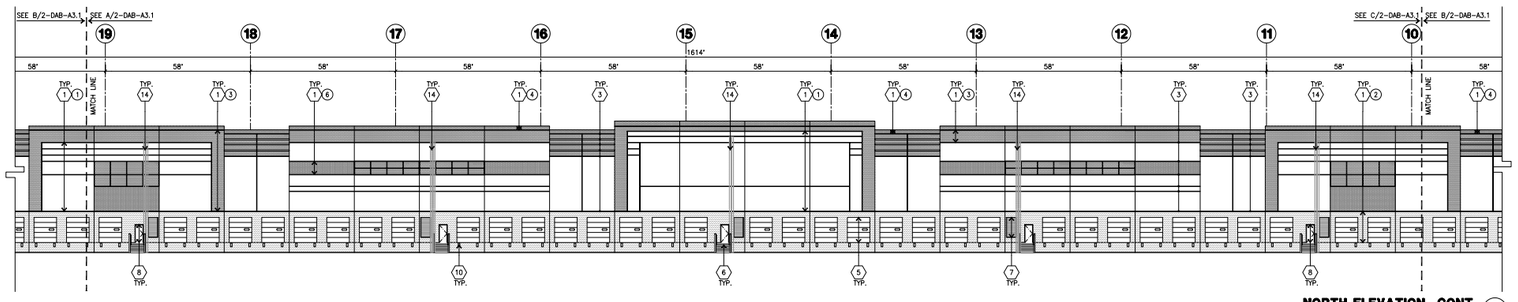
Sources: First Industrial Realty Trust, Inc., HPA Architecture, and Thienes Engineering, Inc., Mar. 20, 2023

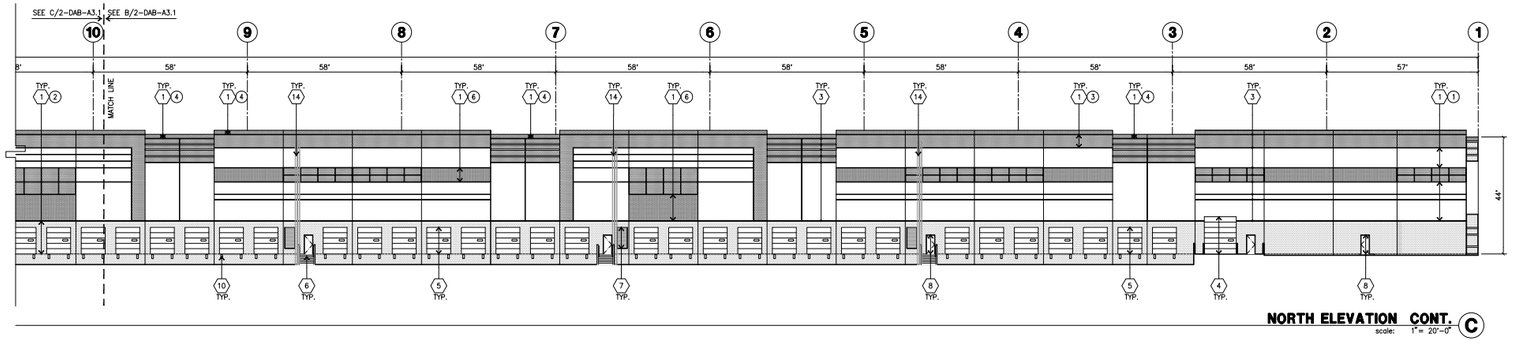
FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 10-A

Building Elevations







KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT COLOR TO MATCH FIELD COLOR.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT COLOR TO MATCH FIELD COLOR.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER. PAINT COLOR TO MATCH FIELD COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9. ROOF LINE BEYOND.
10. DOCK BUMPER
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
12. PARAPET RETURN
13. TUBE STEEL CANOPY
14. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN
15. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
16. NOT USED

GENERAL NOTES - ELEVATIONS

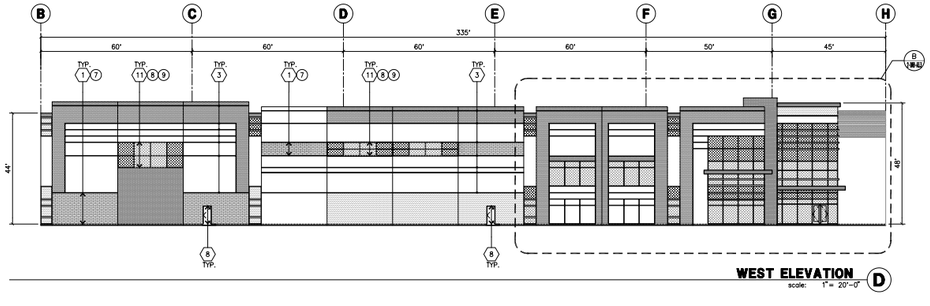
A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHED. - ELEVATIONS

1. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7005 PURE WHITE
2. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7071 GRAY SCREEN
3. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7073 NETWORK GRAY
4. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7075 WEB GRAY
5. CONCRETE TILT-UP PANEL CORRUGATED METAL WITH DARK GRAY
6. CONCRETE TILT-UP PANEL FORMLINER PAINTED IN SHERWIN -WILLIAMS SW7075 WEB GRAY
7. SPLIT LIMESTONE - BLACK FOREST CORONADO STONE
8. MULLIONS — COLOR CLEAR ANODIZED
9. GLAZING — COLOR BLUE REFLECTIVE GLAZING
10. METAL CANOPY — COLOR SW ACRYLIC LATEX SYSTEMS HIGH GLOSS /HIGH PERFORMANCE 7075 WEB GRAY

GLAZING LEGEND

- TEMPERED SPANDREL GLASS
- TEMPERED VISION GLASS
- TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.



NTS

Sources: First Industrial Realty Trust, Inc., HPA Architecture, Inc., and Thienes Engineering, Inc., Mar. 10, 2023.

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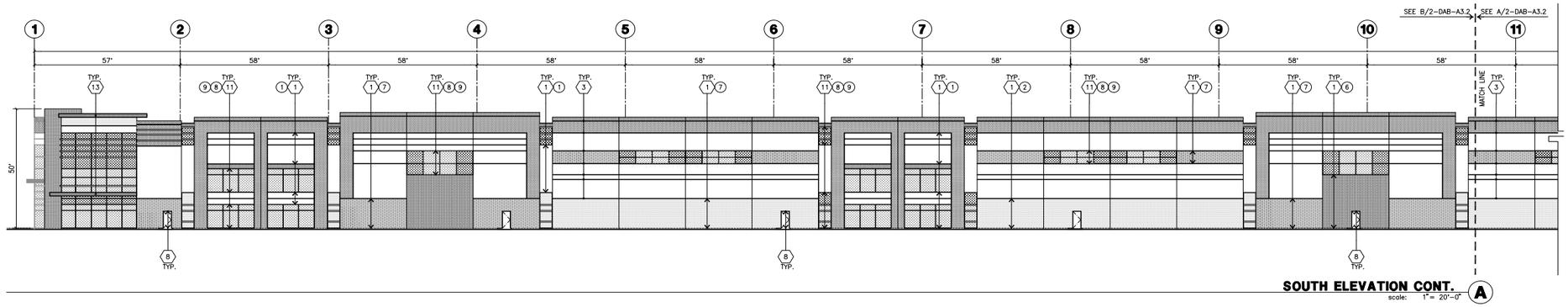
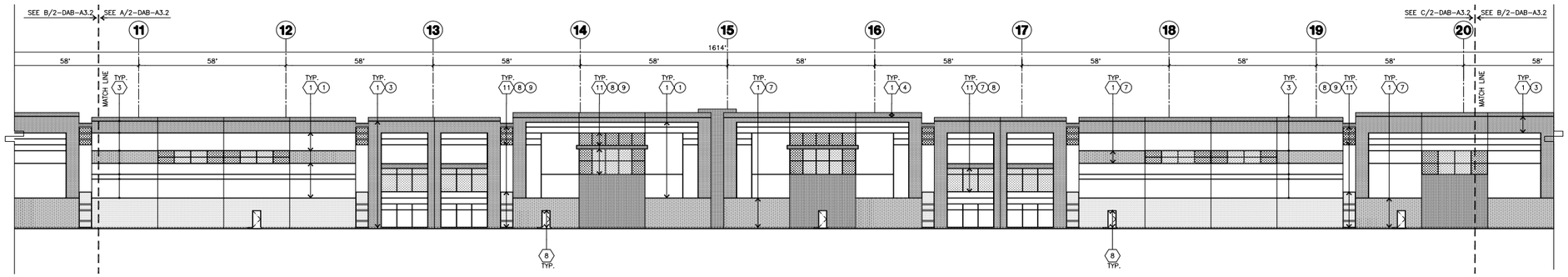
ALBERT A. WEBB ASSOCIATES

FIGURE 10-B

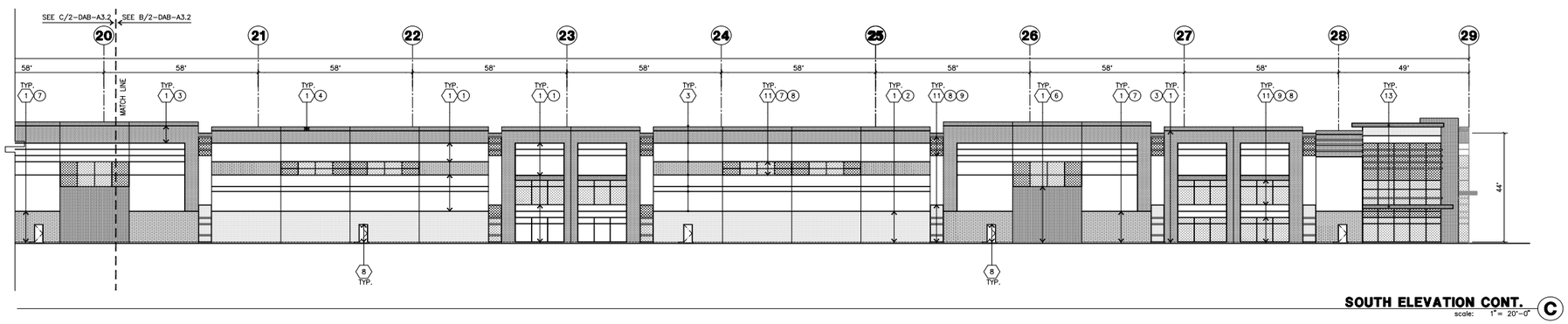
Building Elevations



SOUTH ELEVATION CONT. A
scale: 1"= 20'-0"



SOUTH ELEVATION CONT. B
scale: 1"= 20'-0"



SOUTH ELEVATION CONT. C
scale: 1"= 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
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13. TUBE STEEL CANOPY
14. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN
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8. MULLIONS COLOR CLEAR ANODIZED
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10. METAL CANOPY COLOR SW ACRYLIC LATEX SYSTEMS HIGH GLOSS /HIGH PERFORMANCE 7075 WEB GRAY

GLAZING LEGEND

- TEMPERED SPANDREL GLASS
- TEMPERED VISION GLASS
- TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

NTS

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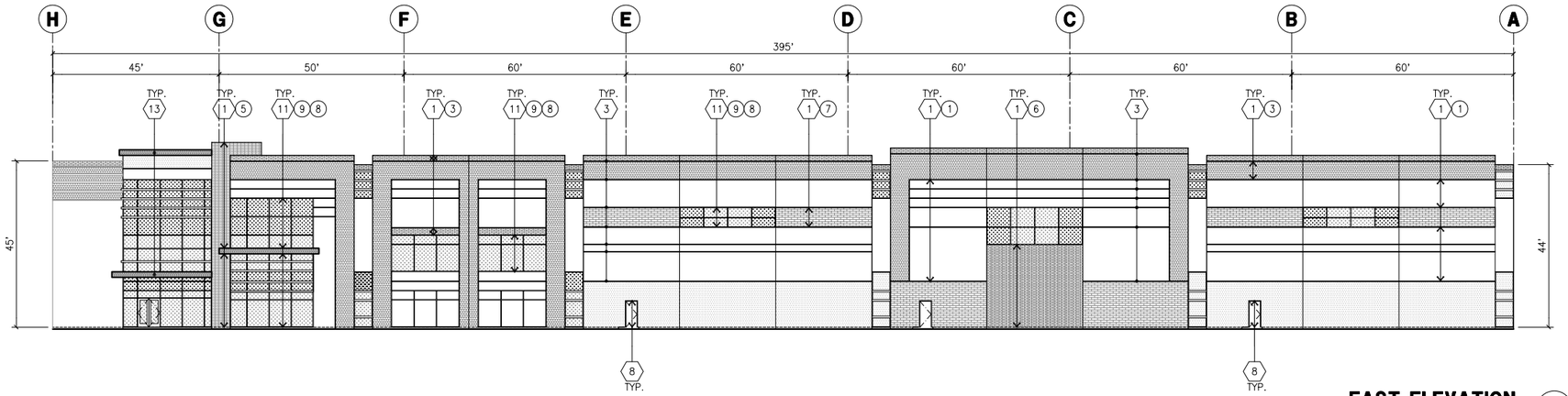
ALBERT A. WEBB ASSOCIATES

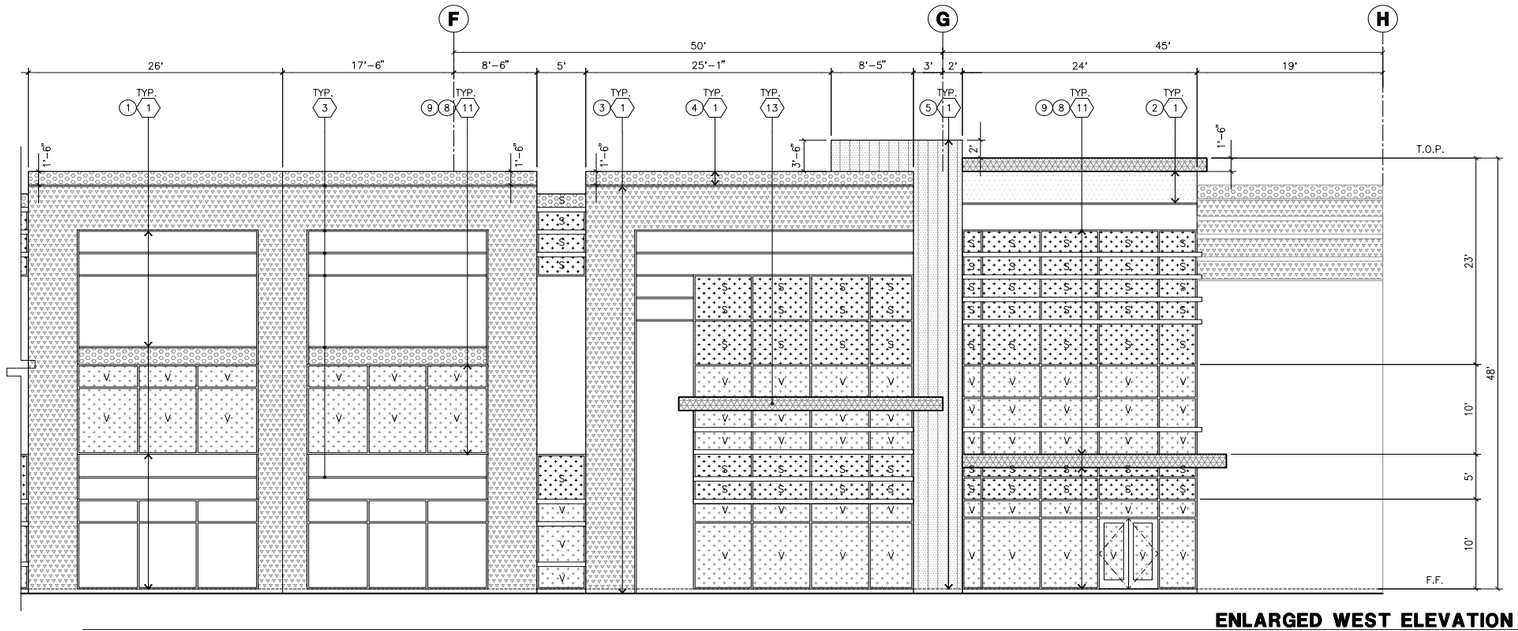
FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 10-C

Building Elevations



EAST ELEVATION A
scale: 1" = 20'-0"



ENLARGED WEST ELEVATION B
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

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GLAZING LEGEND

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- TEMPERED VISION GLASS
- TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

GENERAL NOTES - ELEVATIONS

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J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

NTS

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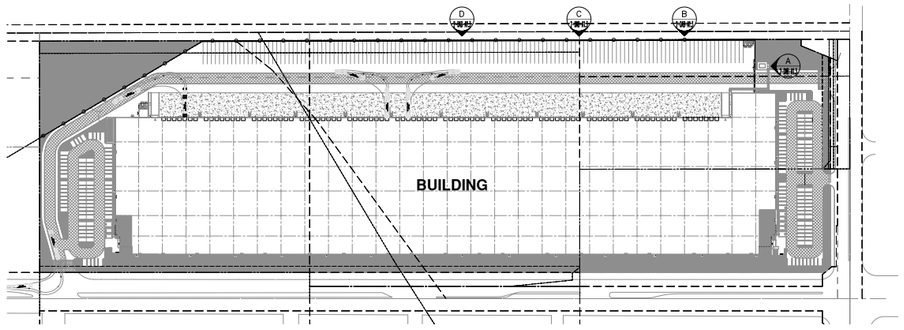
ALBERT A. WEBB ASSOCIATES

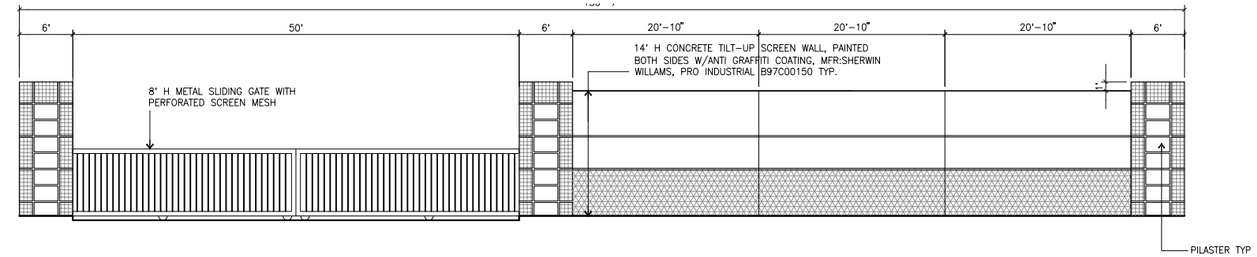
FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 11-A

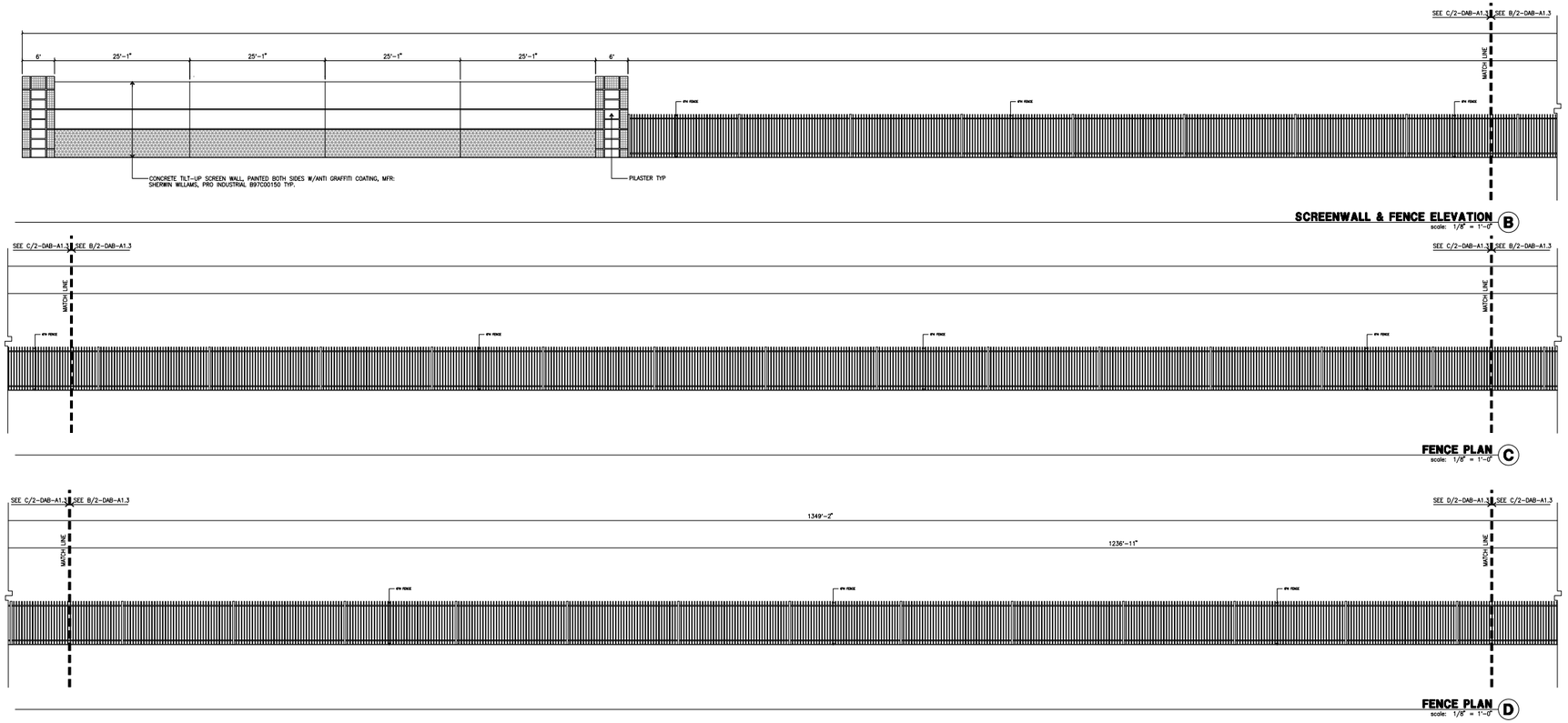
Screening Details

KEYMAP





SCREENWALL ELEVATION (A)
scale: 1/8" = 1'-0"



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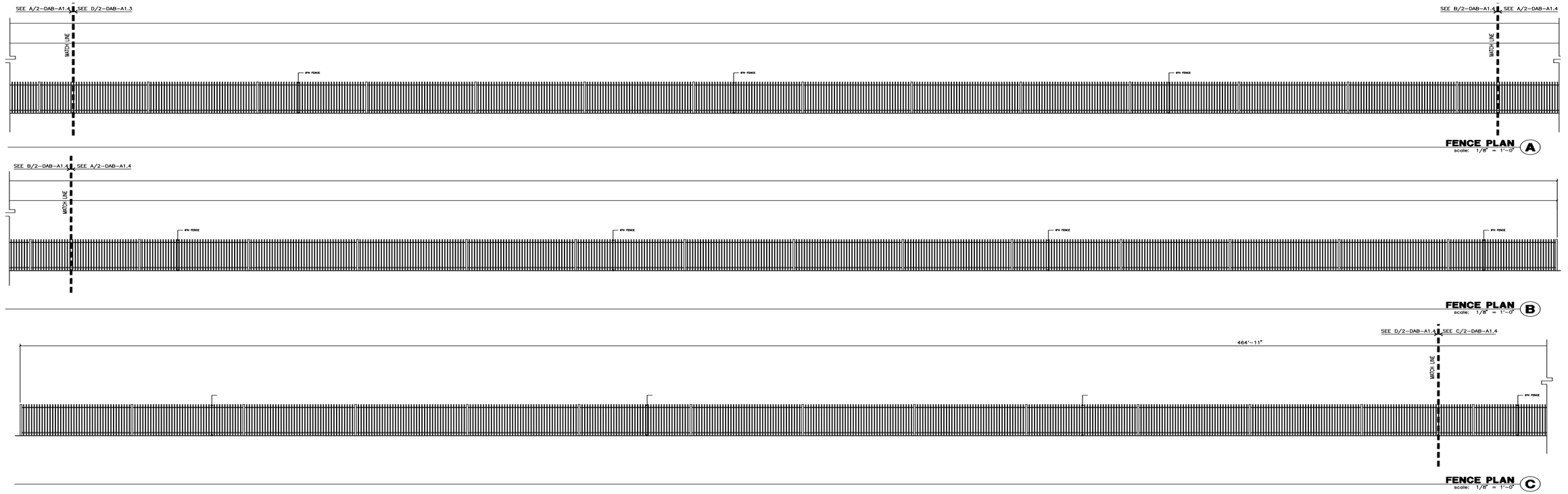
ALBERT A. WEBB ASSOCIATES

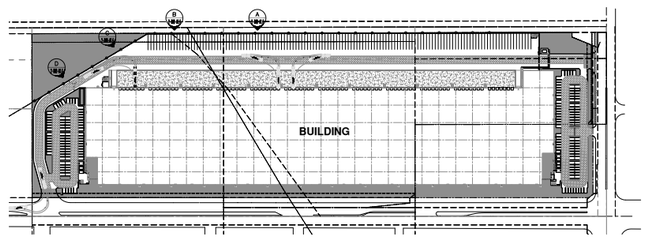
FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

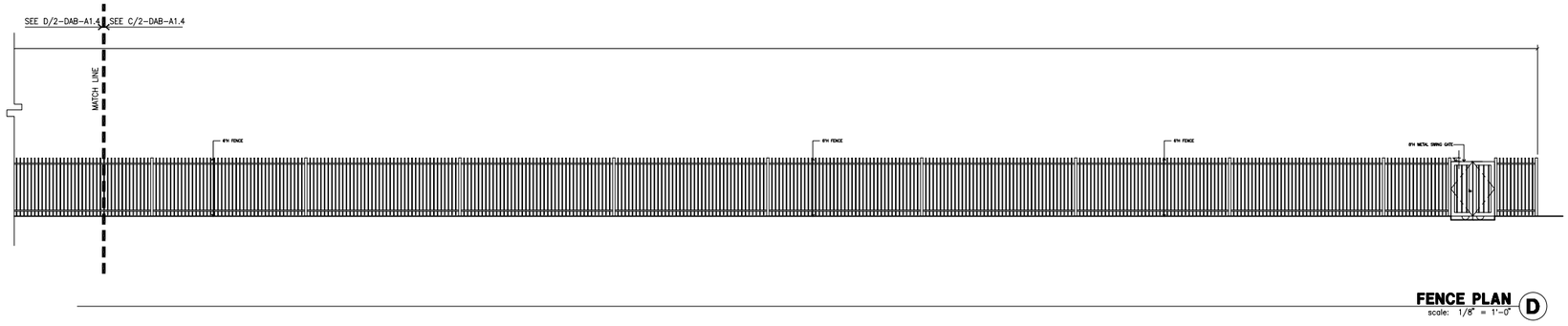
FIGURE 11-B

Screening Details



KEYMAP





NTS

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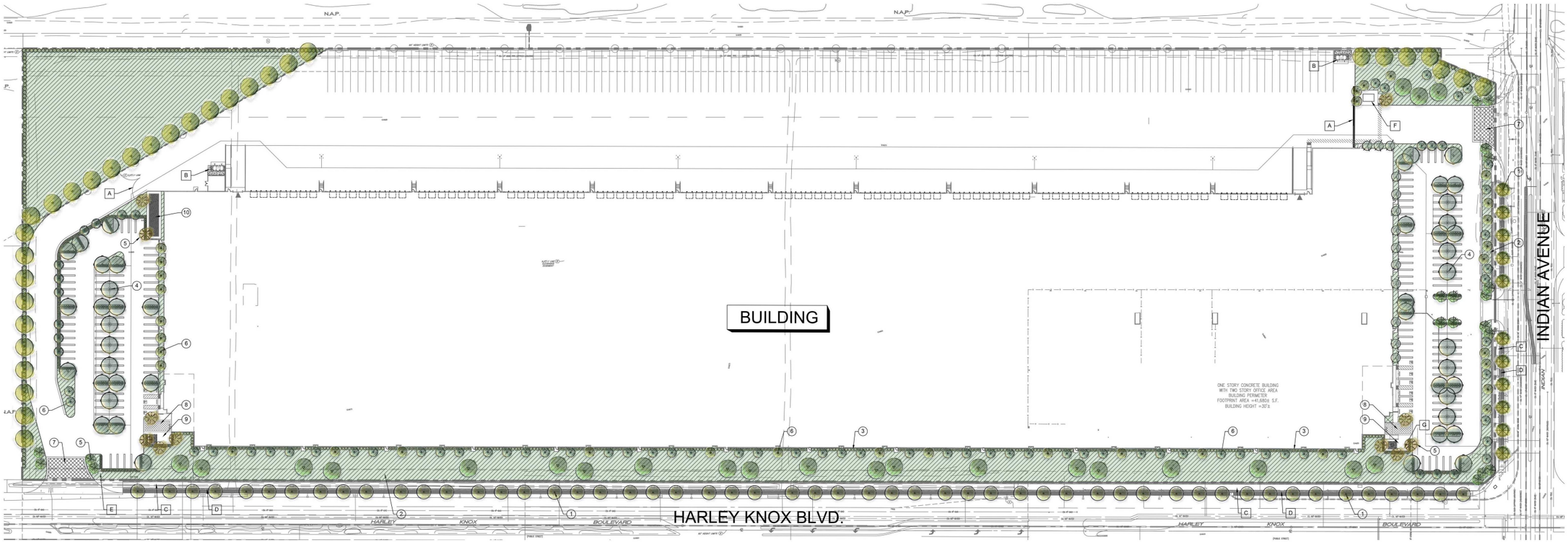
ALBERT A. WEBB ASSOCIATES

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 12

Conceptual Landscape



PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	PROPOSED STREET TREE ALONG HARLEY KNOX BLVD. PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE. STANDARD TRUNK	53	M
	PROPOSED STREET TREE ALONG INDIAN AVE. QUERCUS AGRIFOLIA, COAST LIVE OAK 36" BOX SIZE. STANDARD TRUNK	11	L
	OLEA E. 'WILSONII', FRUITLESS OLIVE TREE 36" BOX SIZE. STANDARD TRUNK.	23	L
	PARKING LOT SCREEN TREE QUERCUS ILEX, HOLLY OAK 24" BOX SIZE. STANDARD TRUNK.	44	L
	VERTICAL TREE ALONG BUILDING PINUS ELDARICA, MONDELL PINE 24" BOX SIZE. STANDARD TRUNK.	34	L
	FLOWERING ACCENT TREE AT PROJECT ENTRY LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 24" BOX SIZE. STANDARD TRUNK.	19	M
	FLOWERING ACCENT TREE AT BUILDING CERCIDIUM F. 'DESERT MUSEUM', BLUE PALO VERDE 24" BOX SIZE	11	L
	PARKING LOT SCREEN TREE QUERCUS VIRGINIANA, SOUTHERN LIVE OAK 24" BOX SIZE. STANDARD TRUNK.	32	M
	VERTICAL SCREEN TREE AT BUILDING TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE	13	M
	VERTICAL SCREEN TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE	78	L

GROUND COVERS		
SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	M
	SALVIA CLEVLANDII, CLEVLAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	DIANELLA TASMANICA 'VARIEGATA', WHITE STRIPED TASMAN FLAX LILY 1 GAL. SIZE @ 24" O.C.	M
	LONICERA J. 'HALLIANA', HALL'S HONEYSUCKLE 1 GAL. SIZE @ 24" O.C.	L
	CARISSA MACROCARPA 'GREEN CARPET', NATAL PLUM 1 GAL. SIZE @ 30" O.C.	M
	SALVIA LEUCANTHA, MEXICAN BUSH SAGE 5 GAL. SIZE @ 42" O.C.	L
	AGAVE 'BLUE FLAME', BLUE FLAME AGAVE 5 GAL. SIZE @ 36" O.C.	L
	LEYMUS C. 'CANYON PRINCE', CANYON PRINCE WILD RYE 1 GAL. SIZE @ 36" O.C.	L
	DIETES BICOLOR, FORTNIGHT LILY 1 GAL. SIZE @ 24" O.C	M
	VERBENA 'DE LA MINA', DE LA MINA VERBENA 1 GAL. SIZE @ 24" O.C.	L

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

SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:		
SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L

DESIGN KEY NOTES:

1. STREET TREE PER PLANTING LEGEND.
2. TYP. LAYERED ACCENT PLANTING ALONG STREET FRONTAGE (LOW-GROWING).
3. FOUNDATION SHRUB ALONG BUILDING PER PLANTING LEGEND.
4. EVERGREEN PARKING LOT CANOPY TREE (LOW-LITTER TYPE).
5. FLOWERING ACCENT PLANT AT FOCAL AREAS PER PLANTING LEGEND.
6. VERTICAL SCREEN TREE PER PLANTING LEGEND.
7. ENHANCED VEHICULAR PAVING AT DRIVEWAY AREAS. INTEGRAL COLORED CONCRETE WITH MEDIUM ETCH FINISH.
8. ENHANCED ENTRY PAVING. INTEGRAL COLORED CONCRETE.
9. OUTDOOR SEATING AREA CONSISTING OF INTEGRAL COLOR CONCRETE AND SITE FURNITURE.
10. EMPLOYEE BREAK AREA WITH BALL COURT.

REFERENCE NOTES:

- A GATE PER ARCH. PLANS.
- B TRASH ENCLOSURE PER ARCH. PLANS.
- C ALL PURPOSE TRAIL PER CIVIL PLANS.
- D DECOMPOSED GRANITE.
- E SIGNAGE PER ARCH. PLANS.
- F GUARDHOUSE PER ARCH. PLANS.
- G BIKE RACK PER ARCH. PLANS.

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:

- 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.

LANDSCAPE DATA

TOTAL SITE AREA = 320,750 SQ. FT. (7.36 ACRES)
LANDSCAPE AREA REQUIRED = 11,298 SQ. FT. (15%)
LANDSCAPE AREA PROVIDED = 39,319 SQ. FT. (52.2%)

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

NTS

Sources: First Industrial Realty Trust, Inc., HPA Architecture, and Thienes Engineering, Inc., Mar. 20, 2023

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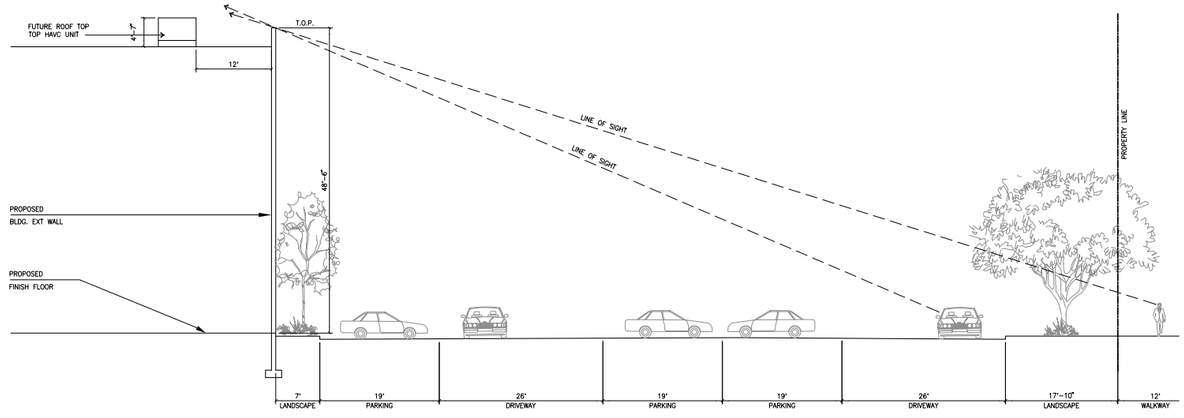
ALBERT A. WEBB ASSOCIATES

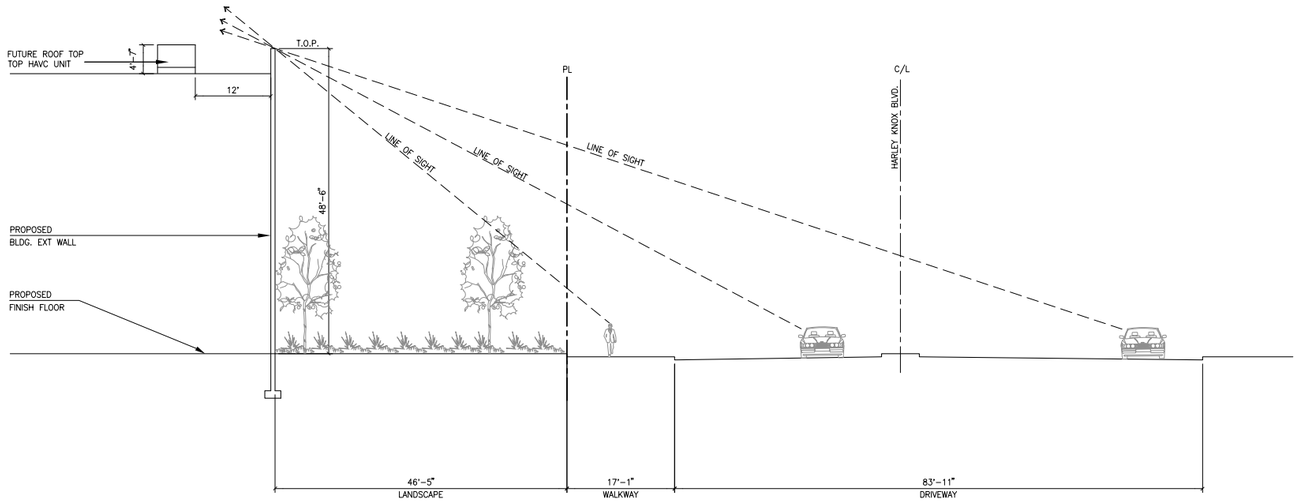
FIGURE 13

FIRST INDUSTRAL LOGISTICS AT HARLEY KNOX AND INDIAN

Line of Sight



SITE SECTION STUDY A
scale: 1" = 10'-0"



SITE SECTION STUDY B
scale: 1" = 10'-0"

NTS

Sources: First Industrial Realty Trust, Inc., HPA Architecture, and Thienes Engineering, Inc., Mar. 20, 2023

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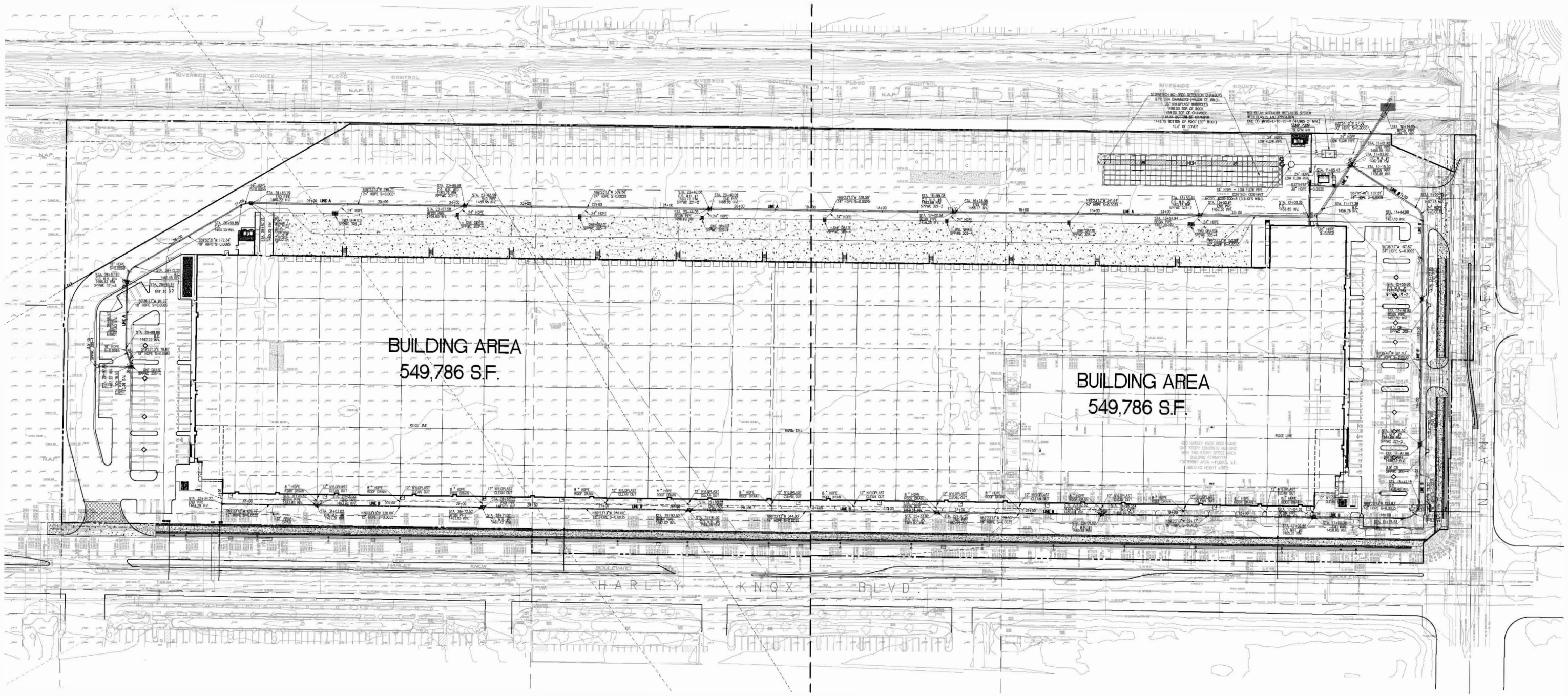
ALBERT A. WEBB ASSOCIATES

FIGURE 14

Existing and Proposed Utilities



Sources: First Industrial Realty Trust, Inc., and Thienes Engineering, Inc., May 5, 2022.

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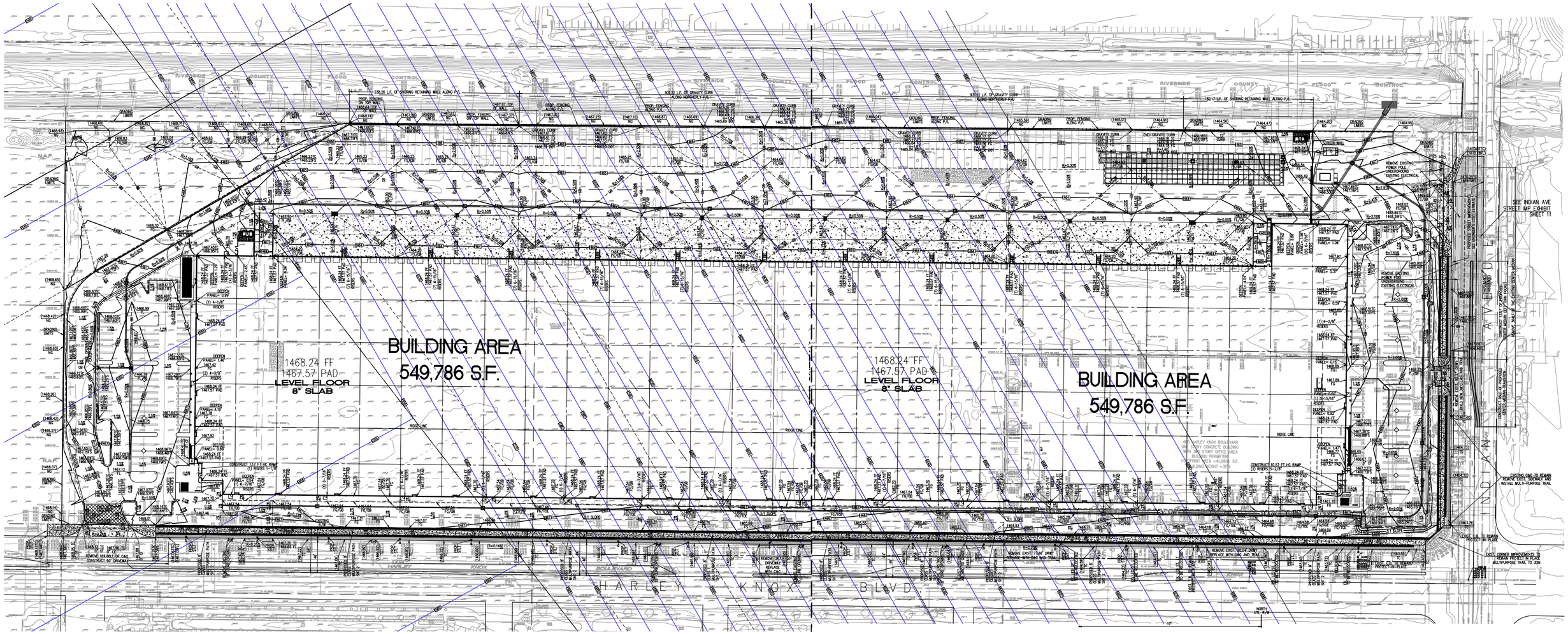
ALBERT A. WEBB ASSOCIATES

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 15

Grading Plan



3/16/2023

EARTHWORK BALANCE CALCULATIONS

PROJECT: First Industrial Harley Knox
JOB# 4066 - Option A

K.	SITE AREA:	1,089,873	SF
L.	SUBSIDENCE FACTOR:	0.13	FT
M.	SHRINKAGE FACTOR:	10.0	%
N.	SITE STRIPPING FACTOR:	0.04	
O.	OVEREXCAVATION:	94,550	CY
A.	CALCULATED CUT:	37,808	CY
B.	FOOTING AND ONSITE UTILITY SPOILS	7,837	CY
Ba	OFFSITE SPOILS (STREET AND UTILITIES)	-	
C.	**TOTAL CUT: (A+B)**	45,735	CY
D.	CALCULATED FILL:	24,958	CY
E.	LIGHT PAVING FILL:	-	CY
F.	SUBSIDENCE: (L*K/27)=	5,069	CY
G.	SHRINKAGE: (M/100)C=	4,594	CY
H.	SITE STRIPPING	1,615	
I.	OVEREXCAVATION SHRINKAGE	9,498	CY
J.	**TOTAL FILL: (D+E+F+G+H)=**	45,735	CY
Q.	**TOTAL (IMPORT) OR EXPORT:**	(0)	CY

SITE ADJUSTMENT (0.00)

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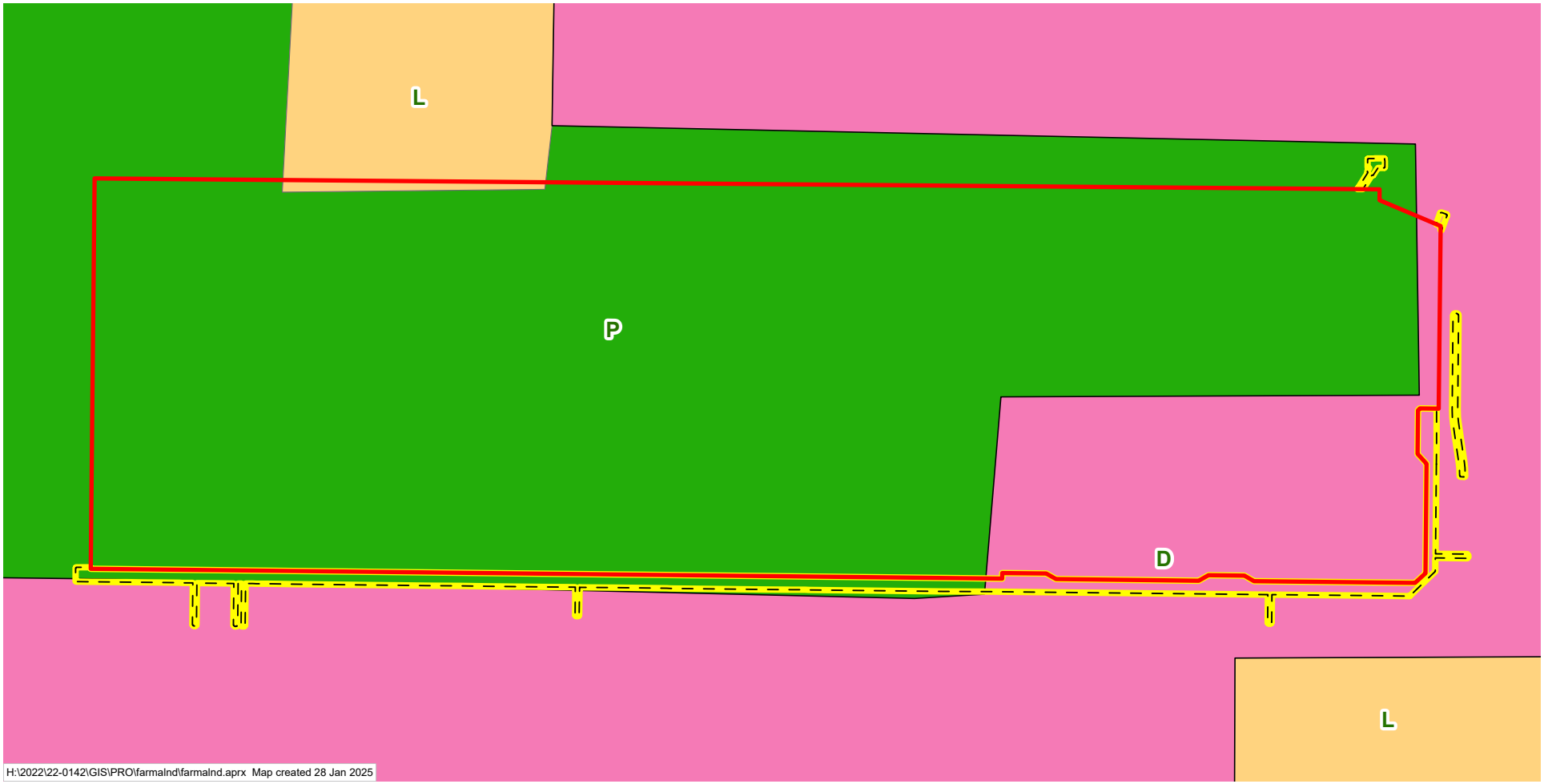
NTS

Sources: First Industrial Realty Trust, Inc., HPA Architecture, and Thienes Engineering, Inc., Mar. 20, 2023

ALBERT A. WEBB ASSOCIATES

FIGURE 16

Farmland Map



LEGEND

- Project Boundary
- Offsite Disturbance Footprint

Designations

- P - Prime Farmland
- L - Farmland of Local Importance
- D - Urban and Built Up Land

0 115 230 Feet

Sources: California Department of Conservation, Farmland Mapping and Monitoring Program, 2020.

ALBERT A. WEBB ASSOCIATES

5.0 ENVIRONMENTAL ANALYSIS AND DETERMINATION

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

5.1 Evaluation of Environmental Impacts

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

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

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

5.2 Environmental Factors Potentially Affected

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

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

5.3 Determination

On the basis of this initial evaluation:

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

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

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

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

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

Mathew Evans	May 20, 2025
Signature of Lead Agency Representative	Date
Mathew Evans, Project Planner	City of Perris
Printed Name	Agency

6.0 INITIAL STUDY

This section contains the Environmental Checklist Form for the proposed Project. The Environmental Checklist is marked with findings as to the environmental effects of the Project. An "X" in column 1 requires preparation of additional environmental analysis in the form of an EIR.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City of Perris with the factual basis for determining, based on the information available, the form of environmental documentation the Project warrants. The basis for each of the findings listed in the attached Environmental Checklist is explained in the Explanation of Checklist Responses following the checklist.

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

References: CAL-A, DOF-A, DOF-B, GP EIR, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for aesthetics included in the PVCCSP EIR, although PVCCSP EIR mitigation measures **MM Haz 3** and **MM Haz 5**, which are listed in *Section 6.9*, address potential impacts associated with lighting at the Project site.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria have been created for each land use category. A summary of the standards for Industrial projects within the Specific Plan area is provided below.

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed In Accordance with the Specific Plan.
- Uses and Standards Shall Be Developed In Accordance With City of Perris Codes.
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan.
- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Residential Buffer.
- Visual Overlay Zones.

4.2.3 Architecture

- 4.2.3.1 Scale, Massing and Building Relief: Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping; Distinct Visual Link; Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration.
- 4.2.3.2 Architectural Elevations and Details: Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and Building Relief.
- 4.2.3.3 Roofs and Parapets: Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment.
- 4.2.3.5 Color and Materials: Facades; Building Trim and Accent Areas; Metal Siding; and High Quality Natural Materials.

4.2.4. Lighting

- 4.2.4.1 General Lighting: Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting.
- 4.2.4.2 Decorative Lighting Standards: Decorative Lights; Complimentary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down- Lighting; Accent Lighting; and High Intensity Lighting.
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle.

4.2.5 Signage Program

- 4.2.5.1 Sign Program: Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs.

4.2.6 Walls/Fences

- Specific Purpose.
- Materials.
- Avoid Long Expanses of Monotone Fence/Wall Surfaces.
- Most Walls Not Permitted within Street Side Landscaping Setback.
- Height.

- Gates Visible From Public Areas.
- Prohibited Materials.

4.2.8 Residential Buffer Development Standards and Guidelines

- Direct Lighting Away from Residential.
- Screening.
- Other Restrictions May be Required Based on Actual Use.

4.2.9 Visual Overlay Zone Development Standards and Guidelines

- 4.2.9.2 Major Roadway Visual Zones: Quality Architectural Presence; Full Building Articulation and Enhancement; Integrated Screenwall Designs; Enhanced Landscape Setback Areas; Enhanced Entry Treatment; Entry Point; Screening, Loading and Service Areas; Limit or Eliminate Landscaping Along Side or Rear Setbacks; Uplight Trees and Other Landscape; Landscaped Accent Along Building Foundation; Heavily Landscape Parking Lot; and Limited Parking Fields.

Landscape Standards and Guidelines (from Chapter 6.0 of the PVCCSP)

6.1 On-Site Landscape General Requirements

- Unspecified Uses.
- Perimeter Landscape.
- Street Entries.
- Main Entries, Plaza, Courtyards.
- Maintenance Intensive/Litter Producing Trees Discouraged.
- Avoid Interference with Project Lighting/Utilities/Emergency Apparatus.
- Scale of Landscape.
- Planters and Pots.

6.1.1 On-Site Landscape Screening

- Plant Screening Maturity.
- Screen wall Planting.
- Trash Enclosures.

6.1.2 Landscape in Parking Lots

- Minimum 50% Shade Coverage.
- Planter Islands.
- Parking Lot Screening.
- One Tree per Six Parking Spaces.
- Concrete Curbs, Mow Strips or Combination.
- Planter Rows Between Opposing Parking Stalls or Diamond Planters.
- Pedestrian Linkages.

6.1.3 On-Site Plant Palette

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- 8.2.1.1 Orientation/Placement: Industrial Operations.
- 8.2.1.4 Employee Break Areas and Amenities: Outdoor Break Areas.
- 8.2.1.5 Screening: Truck Courts.

8.2.2 Landscape

- No Landscape in Screened Truck Courts.

Explanation of Checklist Answers

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

As shown on **Figure 2** above, the proposed Project site is vacant and undeveloped. The southeast portion of the Project site had an industrial building and associated parking and landscape that was demolished in September 2023. The Project site itself is not a scenic vista, nor does it currently block or diminish a scenic vista. Furthermore, as discussed above, the surrounding roadway network has been established and therefore is preserving the view corridors. Thus, implementation of the Project would not have a substantial adverse effect on a scenic vista. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

b) **No impact.** The closest eligible highway is State Route (SR) 74 which is located approximately 6.0 miles west of the Project site (CAL-A). Once SR-74 reaches the San Jacinto Mountains, SR-74 becomes an officially designated State Scenic Highway in conjunction with SR-243; however, this segment of SR-74 and SR-243 is located approximately 20 miles southeast of the Project site. Additionally, the PVCCSP EIR identified no specific scenic resources such as trees, rock outcroppings, or unique features within the PVCC area. Since the Project site is not located within view of a State Scenic Highway, construction and operation of the proposed Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **No impact** would occur**.** No further analysis of this issue is required.

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

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

In 2022, the City's population was approximately 80,263 residents. (DOF-A.) The adjoining City of Moreno Valley has an estimated population of 211,924. (DOF-B.) Between the two cities, the population is over 100,000 so the Project site is located within an urbanized area.

Because the Project site is located within an urbanized area, the threshold for analysis is "would the Project conflict with applicable zoning and other regulations governing scenic quality." The proposed Project has been designed according to the Standards and Guidelines set forth in the PVCCSP to address visual character, including but not limited to: Chapter 4.0, On-site Design Standards and Guidelines; Chapter 6.0, Landscape Standards and Guidelines; Chapter 8.0, Industrial Design Standards and Guidelines. Further, existing land uses surrounding the proposed Project site include a mixture of industrial buildings (warehouses), vacant land, and auto auction uses.

Because design, construction, and operation of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality, potential impacts in this regard would be **less than significant.** No further analysis of this issue is required.

d) **Less than significant with mitigation incorporated.** Light pollution may result due to introduction of new artificial light sources. The International Dark-Sky Association defines light pollution as any adverse effect of artificial light including sky glow, glare, light trespass, light clutter, decreased visibility at night and energy waste. (IDA.) Night lighting and glare can affect human vision, navigation, and other activities; however, it can also affect nocturnal wildlife particularly night-hunting or foraging animals, such as owls, rodents, and others. Glare which refers to reflected sunlight or artificial light that interferes with vision or navigation, may also arise from new development; for example, from the use of reflective materials on building exteriors.

Windows are the main source of glare complaints on buildings. The proposed warehouse building would not introduce substantial new daytime glare to the area because once constructed, the proposed warehouse structure would consist of a concrete tilt-up building with few windows which would be as non-reflective as possible to allow for interior natural light. Most of the windows would be placed in the two office areas as shown on Figure 9 – Elevations.

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

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

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

For the reasons set forth in the preceding paragraphs, the Project would not create new sources of light or glare that would adversely affect day or nighttime views in the area. Therefore, potential impacts would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

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

References: FMMP, GE, GP CE, GP EIR, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to agriculture and forestry resources included in the PVCCSP or its associated PVCCSP EIR.

Explanation of Checklist Answers

a) **Potentially significant impact.** As shown on **Figure 16 – Farmland Map,** the proposed Project site contains approximately 21.1 acres of Prime Farmland, 0.1 acre of Farmland of Local Importance, and 4.0 acres of Urban and Built-Up Land. Implementation of the proposed Project would result in the conversion of approximately 21.1 acres of Farmland (Prime Farmland) to a non-agricultural use. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **No impact.** The City's 1991 General Plan eliminated the agricultural land use designation from within City boundaries. Therefore, there are no agricultural zones identified by the City and the proposed Project site is not covered under a Williamson Act Contract (GP EIR, p. VI-3). The proposed Project site is zoned PVCCSP with a PVCCSP land use designation of GI. Therefore, implementation of the proposed Project would not conflict with an existing zoned agricultural

use or a Williamson Act Contract. Thus, the Project would not create a conflict with existing agricultural zoning for agricultural use or a Williamson Act contract. Therefore, **no impact** would occur. No further analysis of this issue is required.

c) **No impact.** The PVCCSP zoning designation for the Project site is General Industrial (GI). There is no existing or proposed zoning for forest land, timber land, or Timberland Production Zones within the City of Perris. (GP CE pp. 3-4). Accordingly, there is no commercial forestry or timber production industry within the City. Implementation of the proposed Project would not impact forestland or timberland as defined by Public Resources Code section 4526, or a Timberland Production Zone as defined by Government Code section 51104(g); therefore, **no impact** would occur. No further analysis of this issue is required.

d) **No impact.** As discussed in the above response, there is no land zoned forest land within the City of Perris. Therefore, implementation of the proposed Project would not impact land zoned for forest land and would not result in the conversion of forest land to non-forest uses. **No impact** would occur. No further analysis of this issue is required.

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

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

References: CARB-A, CARB-B, AQMD-A, AQMD-B, AQMD-C

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP Standards and Guidelines relevant to the analysis of air quality impacts presented in this Initial Study and summarized below are incorporated as part of the proposed Project; as such, they are assumed in the analysis presented in this section.

Residential Buffer Development Standards and Guidelines (Section 4.2.8)

- 50-foot setback. A 50-foot setback is required for commercial, industrial, and business professional office developments immediately abutting existing residential property lines.

The proposed Project would be required to adhere to PVCCSP EIR mitigation measures **MM Air 1** through **MM Air 11**, **MM Air 13** through **MM Air 15**, and **MM Air 18** through **MM Air 21**.

Explanation of Checklist Answers

a) **Potentially significant impact.** The City of Perris is located within the South Coast Air Basin. The South Coast Air Quality Management District (AQMD) is responsible for comprehensive air pollution control within the South Coast Air Basin and prepares the Air Quality Management Plan (AQMP) for the South Coast Air Basin. The AQMP sets forth a comprehensive program that would lead the South Coast Air Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with the Southern California Association of Governments (SCAG) and local governments. (AQMD-A.) Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed. Inconsistency of the

proposed Project with the current AQMP for the South Coast Air Basin may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

b) **Potentially significant impact.** The portion of the South Coast Air Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards. (CARB-A.) The South Coast AQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (AQMD-B.) Hence, projects that exceed project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable.

Air quality impacts can be described in short-term and long-term perspectives. Short-term impacts occur during site preparation and Project construction, whereas long-term impacts are associated with Project operation. The Project's short-term and long-term emissions would be evaluated using the latest industry standard air quality modeling software and analyzed for compliance with South Coast AQMD regional significance thresholds.

The Project may result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

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

d) **Potentially significant impact.** The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

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

References: BCG-A. BCG-B, GP, ORD 1123, PVCCSP EIR, RCA, SKR HCP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standards and Guidelines applicable to the analysis of biological resources for the proposed Project.

Developments within the PVCC area are subject to PVCCSP EIR mitigation measures **MM Bio 1** through **MM Bio 6**. A *Biological Assessment Letter Report for the First Harley Knox II (7 Parcel) Development Project,* dated April 4 2025 and a *Harley Knox II; Crotch's Bumble Bee Habitat Assessment Survey Report* dated November 25, 2024 (included as Appendix A.1 and Appendix A.2 of this Initial Study, respectively), were prepared by BLUE Consulting Group to document the existing biological resources at

the Project site. By preparing the *Biological Assessment Letter Report*, the Project has complied with PVCCSP EIR mitigation measure **MM Bio 6**. Preparation of the *Biological Assessment Letter Report* included jurisdictional delineation field studies; therefore, the Project has complied with PVCCSP EIR mitigation measure **MM Bio 3**.

> **MM Bio 3**: Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters.
>
> Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.
>
> **MM Bio 6:** Within areas of suitable habitat associated with the Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Plant Species Survey Area (CAPSSA), focused plants surveys will be required for implementing projects. The MSHCP requires at least 90 percent avoidance of areas providing long-term conservation value for the NEPSSA and CAPSSA target species. If avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation.

The remaining PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

Explanation of Checklist Answers

4a. Less than significant with mitigation incorporated. The *Biological Assessment Letter Report* was prepared by BLUE Consulting Group to document the existing biological resources within the Biological Study Area, which includes the approximately 25.1-acre Project site (the on-site area) plus a 100-foot buffer and approximately four (4) acres for the off-site improvements for a total of 36.5 acres. Pedestrian-based biological surveys which included a protocol wetland delineation of the Biological Study Area were conducted on January 10, 2022, March 8, 2023, and on April 14, 2024. The Biological Study Area is generally flat and composed of agricultural land and the remnants of the previous building at the southeast corner of the Project site. Immediately adjacent to the north of the Project site is the Perris Valley Storm Drain (PVSD) Channel; north of the PVSD Channel is developed industrial uses and agricultural land. The areas west and south of the Project site are developed with industrial buildings. West of the Project site is vacant agricultural land. (BCG-A, p. 3.)

Prior to the beginning the pedestrian survey and protocol wetland delineation, a literature review was conducted to determine the locations and types of biological resources having the potential to exist within the region. Sources reviewed included: U.S. Fish and Wildlife Service Critical Habitat Mapper and File Data; California Department of Fish and Wildlife (CDFW) California Natural Diversity Database, Riverside County Transportation and Land Management Agency Geographic Information Services Database and Multiple Species Habitat Conservation Plan, and the California Native Plant Society database. As part of the literature review, the on-line

databases and mapping tools were used and queried for records of occurrences of special-statues species and habitats within the Perris quadrangle. (BCG-A, pp. 3–4.)

In addition to the use of on-line databases and mapping tools, the United States Geological Survey (USGS) topographic map for the Perris quadrangle was reviewed to determine the locations of any potential special aquatic resource areas (e.g., wetlands or other Waters of the United States or Waters of the State) under regulatory jurisdiction of the US Army Corps of Engineers, CDFW, and/or Regional Water Quality Control Board, and Riparian/Riverine habitats prior to beginning field surveys of the Biological Study Area. The United States Department of Agriculture Natural Resources Conservation Service online Web Soil Survey tool and Figure 2-4 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) were reviewed to determine the types and percent cover of soils within the Biological Study Area. (BCG-A, p. 4.)

The results of the literature review and pedestrian survey indicate that the observed vegetation communities/land cover types within the Biological Study Area include developed and agricultural/disturbed vegetation. According to the literature review, 11 special-status plant species have been reported to occur within the Perris quandrangle. Three of these species, San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), thread-leaved brodiaea (*Brodiaea filifolia),* and spreading navarretia (*Navarretia fossalis*), are designated with federal and/or state listing status. Due to the highly disturbed nature of the Biological Study Area and the lack of suitable habitat, all 11 special-status plant species were determined to have an absent potential for occurrence within the Biological Study Area. As such, no further surveys are required to determine the presence or absence of special status plant species. (BCG-A, p. 16.)

Six (6) non-special status plant species were observed within the Biological Study Area; five (5) of which are non-native. The non-native species observed are: red-stem erodium (*Erodium cicutarium*), creeping rosemary (*Rasmarinus officinalis 'Prostratus'*), American sycamore (*Platanus occidentalis*), Russian thistle (*Salsola tragus*), and Pepper Tree (*Schinus mole*). The native species present within the Biological Study Area is Salt Cedar (*Tamarix spp*.) (BCG-A, p. 15.)

On November 22, 2024, a habitat assessment was conducted to evaluate the potential of the Project site to support Crotch's bumble bee (*Bombus crotchii*), a candidate species for listing as endangered by the state of California. The survey is negative for onsite presence of appropriate Crotch's Bumble Bee habitat and no additional surveys are required. Crotch's bumble bee prefers open grassland and shrub habitats with nectar-producing plants such as snapdragons (*Antirrhinum* spp.), phacelias *(Phacelia* spp.), clarkias *(Clarkia* spp.), bush poppies (*Dendromecon rigida*), California poppies (*Eschscholzia californica*), and buckwheats (*Eriogonum* spp.). In California, the species' range is limited to coastal areas from San Diego to Redding. (BCG-B, pp. 1-2.)

The Project site has a low likelihood of supporting Crotch's bumble bee for foraging or nesting. The Project site is largely characterized by historic agricultural use and office development, with maintained (tilled) dirt areas lacking vegetation, particularly the preferred nectar plants. Additionally, the surrounding areas have experienced extensive agricultural and developmental disturbances, further degrading habitat quality. No historical occurrences of Crotch's bumble bee have been recorded in the vicinity of the Project site. (BCG-B, p. 1.) Therefore, there is no

Crotch's bumble bee habitat present witihin the Project site and no additional Crotch's bumble bee surveys are required. (BCG-B, pp.1-2.)

According to the literature review, 15 special status wildlife species have been reported to occur within the Perris Quadrangle. Three (3) species, Stephens' kangaroo rat (*Dipodomys stephensi*), least Bell's vireo (*Vireo belli pusillus*), and coastal California gnatcatcher *(Polioptila californica californica*), are listed as federal and/or state threatened or endangered species. Due to the highly disturbed nature of the Biological Study Area and the lack of suitable habitat, all special status wildlife species were determined to have an absent potential for occurrence within the Biological Study Area. As such, no further surveys are required to determine the presence or absence of special status wildlife species. (BCG-A, p. 16.)

The existing trees at the Project site have the potential to provide habitat for nesting migratory birds. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.). Any activities that occur during the nesting/breeding season of birds protected by the Migratory Bird Treaty Act could result in a potentially significant impact if requirements of the Migratory Bird Treaty Act are not followed. To comply with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), vegetation clearing should take place outside of the typical avian nesting season (i.e., generally February 1st to August 31st although the nesting season may be extended due to weather and drought condition), to the maximum extent practical. Implementation of Project-specific mitigation measure **MM BR 1** (replacing PVCCSP EIR mitigation measure MM Bio 1 per CDFW direction) would ensure Migratory Bird Treaty Act compliance by requiring a nesting bird survey be conducted prior to the commencement of site preparation activities during nesting season. Implementation of mitigation measure **MM BR 1** would reduce potential impacts related to nesting avian species to a less than significant level.

The Project site is located within the MSHCP burrowing owl survey area, which requires a pre-construction survey, habitat assessment, and MSHCP protocol surveys for burrowing owl where suitable habitat is present. The burrowing owl is a CDFW Species of Special Concern and was named as a candidate for potential listing as a protected species under the California Endangered Species Act in October 2024. Due to the numerous mammal burrows present on the Project site, a burrowing owl habitat assessment was completed according to the Burrowing Owl Survey Instructions for the Western Riverside County MSHCP. (BCG-A, pp. 16–17.) Although suitable habitat was present, no potential burrows were observed. The observed mammal burrows were mouse size and too small for use by burrowing owls. No burrowing owls or burrowing owl sign (feathers, pellets, fecal material, prey remains, etc.) were observed during the habitat assessment. Additionally, due to the Project site's location being surrounded by developed area and not adjacent to quality habitat, as well as the active use and maintenance of the developed area and farmed land, no burrowing owls are expected to occur within the Project site. (BCG-A, pp. 16–17.)

Although no burrowing owls were observed during the habitat assessment, they could potentially inhabit areas of the Biological Study Area that were previously determined to be unoccupied prior to Project development. Therefore, Project-specific mitigation measure **MM BR 2** (replacing PVCCSP EIR MM Bio 2 per CDFW direction), which requires a 30-day pre-

construction burrowing owl survey, would be implemented prior to the initiation of construction to confirm that the species is not present at the Project site or the off-site improvement area at that time. If burrowing owls are detected within or adjacent to the Project site or the off-site improvement area during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), the CDFW, and the United States Fish and Wildlife Services.

Therefore, with implementation of Project-specific mitigation measures **MM BR 1** and **MM BR 2**, the proposed Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive or special status species. Thus, potential impacts would be **less than significant with mitigation incorporated.** No further analysis of this issue is required.

> **MM BR 1**: To avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.
>
> If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone.
>
> If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, then construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, then the Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Biologist determines that such project activities may be causing an adverse reaction, the Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.
>
> **MM BR 2**: The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls no more than 30 days prior to

commencement of grading and construction activities at the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the Migratory Bird Treaty Act nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the California Department of Fish and Wildlife (CDFW) and Western Riverside County Regional Conservation Authority (RCA) shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey required by mitigation measure **MM BR 1**, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Division to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW, the U.S. Fish and Wildlife Service and the RCA prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW, Fish and Wildlife Service, and RCA review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW and RCA prior to the start of Project activities. When the Project biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW, the Fish and Wildlife Service, and the RCA within 48 hours of detection**.** A Burrowing Owl Plan, as detailed above, shall be implemented.

4b. **No impact.** Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as “lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.” Riparian/Riverine areas, as defined by the MSHCP, were not observed within the Biological Study Area and would not be

impacted by the Project. (BCG-A, p. 17.) Vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats were not identified within the Biological Study Area during field surveys conducted. The Biological Study Area lacks suitable habitat for fairy shrimp species or other vernal pool species, including plants. (BCG-A, p. 17.) Therefore, the proposed Project would not have a substantial adverse effect on a riparian habitat or other sensitive natural community including fairy shrimp and **no impact** would occur**.** Because the Project site does not contain riparian features and does not contain vernal pools, PVCCSP EIR mitigation measures **MM Bio 4** and **MM Bio 5** would not be applicable to the Project. No further analysis of this issue is required.

4c. Less than significant impact. As part of the *Biological Assessment Letter Report,* a protocol wetland delineation was conducted to evaluate the extent of jurisdictional features subject to federal (Army Corps of Engineers), state (Regional Water Quality Board, California Department of Fish and Wildlife), and local regulations, that may be impacted by the implementation of the proposed Project. Evaluation of jurisdiction under non-wetland waters of the U.S. was conducted in accordance with *A Field Guide to the Identification of the Ordinary High Water Mark in the Arid West Region of the Western United States* the *Updated Datasheet for the Identification of the Ordinary High Water Mark in the Arid West Region of the Western United States* and the 2020 ACOE Navigable Waters Protection Rule. (BCG-A, p. 5.) Evaluation of jurisdiction under the Regional Water Quality Control Board was conducted in accordance with the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*. (BCG-A, p. 8.) Evaluation of jurisdiction under CDFW was conducted in accordance with guidance of relevant CDFW material and standard practices by CFWD personnel. (BCG-A, p. 8.)

According to the *Biological Assessment Letter Report,* the PVSD Channel, the flood control channel to the north of the Project site, is a part of the larger developed and maintained stormwater infrastructure system through the city. This non-natural, maintained, soft-bottom flood control channel that supports no hydrophytic vegetation and conveys the collected ephemeral storm-water flows from the surrounding impervious areas in the area to the east. As a result, proposed impact within the flood control channel slope would not be considered a significant jurisdicational impact to wetland/waters. (BCG-A, p.17.)

Based on the delineation conducted, the *Biological Assessment Letter Report* concluded, the Biological Study Area does not contain special aquatic resource areas such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the Army Corps of Engineers, CDFW, and Regional Water Quality Control Board. (BCG-A, p.17.) Since there are no state or federally protected wetlands or Waters of the United States or Waters of the State, within the Biological Study Area, potential impacts regarding a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means, would be **less than significant**. Therefore, no further analysis of this issue is required.

4d. **Less than significant with mitigation incorporated.** The Biological Study Area is not located within any MHSCP designated Criteria Areas, Cells, or Subunits. (BCG-A, p. 17.) The Project site is not designated as Public/Quasi-Public (PQP) or other MSHCP Conserved Lands (core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area). (BCG-A, p. 17.) There are no wildlife nursery sites within the Biological Study Area. Because the land uses surrounding the Project site consists of industrial development, disturbed open areas, and residential development, the Project site is not located adjacent to extensive native open space habitats and does not represent a wildlife corridor between large open space habitats. However, as discussed previously in *Section 4a*, existing trees at the Project site have the potential to provide habitat for nesting migratory birds. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. To comply with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), vegetation clearing should take place outside of the typical avian nesting season (i.e., generally February 1st -August 31st although the nesting season may be extended due to weather and drought condition), to the maximum extent practical. Implementation of Project-specific mitigation measure **MM BR 1** (replacing PVCCSP EIR mitigation measure MM Bio 1 per CDFW direction) would ensure Migratory Bird Treaty Act compliance and would require a nesting bird survey to be conducted prior to the commencement of site preparation activities during nesting season, which would ensure that potential impacts related to migratory birds would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

4e. **Less than significant impact.** Perris Municipal Code Section 19.71.050*,* Tree Protection, provides protections for qualified trees. Protected trees include, but are not limited to, city trees, heritage trees, specimen trees, and trees required by ordinance and/or as a condition of approval for development. Per Section 19.71.080, Permit Requirements, no person, firm, corporation, public agency, or political subdivision shall remove or severely trim any tree planted in the right-of-way of any city street or on city property without first obtaining a permit from the director of public works to do so. The trees within the Project site do not qualify as protected trees under the Perris Municipal Code.

The City has also adopted the following General Plan policies for the protection of biological resources (GP; Conservation Element, pp. 46-47):

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

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

Through compliance with these policies, potential impacts would **be less than significant**. No further analysis of this issue is required.

4f. **Less than significant with mitigation incorporated.** The Biological Study Area is located within the Mead Valley Area Plan area of the Western Riverside MSHCP; however, the Project site and off-site improvement area are not within a MSHCP Criteria Cell or Conservation Area. The MSHCP is a comprehensive multi-jurisdictional plan that includes western Riverside County and multiple cities, including the City of Perris. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the Fish and Wildlife Service and/or CDFW. The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the Fish and Wildlife Service and CDFW on June 22, 2004. Because this Project site is within the City of Perris, the City is the lead agency/permittee.

The MSHCP consists of Criteria Areas that assist in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act, as well as the Natural Communities Conservation Plan under the State Natural Communities Conservation Plan Act of 2001.

Consistency with MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy)

The Biological Study Area is located within the MSHCP Mead Valley Area Plan but is not located within any MSHCP designated Criteria Areas, group, or linkage area. (BCG-A, p. 16.) Therefore, a Habitat Evaluation and Acquisition Negation Strategy and Joint Project Review is not required for the proposed Project. Further, the Biological Study Area does not fall within any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands. (BCG-A, p. 16.) Therefore, the proposed Project would be consistent with Section 6.1.1 of the MSHCP.

Consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." The Project's Biological Study Area does not support any riparian, riverine, or vernal pool habitats and no species associated with these habitat types were observed on within the Biological Study Area. (BCG-A, p. 17.) As such, no focused surveys or a MSHCP Determination of Biologically Equivalent of Superior Preservation are required. Thus, the proposed Project would be consistent with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas, site-specific focused surveys for Narrow Endemic Plants Species would be required for all public and private projects where appropriate soils and habitat are present. The Project site is not located within a predetermined survey area for MSHCP narrow endemic plant species. (RCA.) Additionally, due to the highly disturbed nature of the biological survey area, the Project site and off-site improvement area do provide suitable habitat for Narrow Endemic Plant Species and no additional surveys are required. (BCG-A, p. 18.) Thus, the proposed Project would be consistent with MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlife Interface)

Section 6.1.4 outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area that includes approximately 500,000 acres comprised of Public/Quasi-Public Lands and Additional Reserve Lands. The Biological Study Area is not adjacent to an existing or proposed MSHCP Conservation Area. (RCA.) Thus, the Project would be consistent with Section 6.1.4 of the MSHCP.

Consistency with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

The MSHCP requires additional surveys for certain species if a project is located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-5 (Mammal Species Survey Areas with Criteria Area) of the MSHCP.

The Biological Study Area does not occur within any Criteria Species Survey Area, Amphibian Species Survey Area, or Mammal Species Survey Area as identified by the MSHCP. (RCA.) As such, no further surveys related to criteria species, amphibians, or mammals are required.

The Project site is located within the MSHCP Burrowing Owl Survey Area. As part of the Project's *Biological Assessment Letter Report*, a habitat assessment was completed for burrowing owls according to the Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area. As previously discussed, no suitable

habitat for burrowing owl was present within the Biological Study Area and no burrowing owl or burrowing owl sign (feathers, pellets, fecal material, prey remains, etc.) were present. Thus, the Project would be consistent with Section 6.3.2 of the MSHCP.

MSHCP Appendix C (Standard Best Management Practices) and Section 7.5.3 (Construction Guidelines)

The MSHCP lists standard best management practices and guidelines to be implemented during project construction that would minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Project applicant would be required to implement measures from Appendix C (Standard Best Management Practices) and Section 7.5.3 (Construction Guidelines) Implementation of Project specific mitigation measures **MM BR 1** and **MM BR 2** would address potential construction impacts. Thus, with mitigation the proposed Project would be compliant with Appendix C and Section 7.5.3 of the MSHCP.

Additionally, the proposed Project site is within a Stephen's Kangaroo Rat Fee Area as outlined in the Stephen's Kangaroo Rat Habitat Conservation Plan. (SKR HCP.) Payment of the applicable SKR fee would ensure that potential impacts to Stephen's kangaroo rat are reduced to less than significant. Further, as described in *Section 4e* above, the Project applicant would be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Therefore, the implementation of the proposed Project would not conflict with the provisions of an adopted conservation plan. Thus, impacts would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

6.5 Cultural Resources	*Potentially Significant Impact*	*Less Than Significant With 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 §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

References: BFSA-A, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to cultural resources.

Developments within the PVCC area are required to adhere to PVCCSP EIR mitigation measures MM Cultural 1, MM Cultural 2, MM Cultural 3, MM Cultural 4, and MM Cultural 6. A *Phase I Cultural Resources Survey* dated November 18, 2024 was prepared by BFSA Environmental Services and is included as Appendix B of this Initial Study. By preparing *Phase I Cultural Resources Survey*, the Project has complied with the following applicable PVCCSP EIR mitigation measure:

> **MM Cultural 1**: Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:
>
> 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
> 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
> 3. Field survey of the implementing development or infrastructure project site.
>
> The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site.

Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for historic resources shall be considered in the following order of preference:

1. Avoidance.
2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
3. Relocation of the structure.
4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

The Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project.

Additional PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

EXPLANATION OF CHECKLIST ANSWERS

5a. **No Impact.** As required by PVCCSP EIR mitigation measure MM Cultural 1**,** a *Phase I Cultural Resources Survey* dated November 18, 2024, was prepared and is included as Appendix B of this Initial Study. Prior to conducting the cultural resources investigation, an archeological records search was conducted at the Eastern Information Center, at the University of California Riverside. The records search on file at the Eastern Information Center included a review of recorded historic properties (prehistoric and historic archaeological sites, historic buildings, structures, objects or districts) within the Study Area. The Study Area includes the Project site and one-mile radius around the Project site and approximately 10 acres of off-site improvements for a more conservative analysis of potential project impacts.

According to the records search results, there have been 51 cultural resource studies conducted within the Study Area. Two of these studies includes portions of the Project site. The records search identified 27 resources within one mile of the Project site. No resources were found within the Project site. (BFSA-A, pp. 31, 34.) Two resources intersect the northwest potential offsite improvement area. However, these resources were previously evaluated and determined that they were not California Register of Historical Resources eligible resources. (BFSA-A, p. 25.)

As part of the cultural resources investigation a series of historical maps were consulted to assess land use and development in the Study Area. Plat maps were consulted on the Bureau of Land Management General land Office website. According to the maps, no structures or buildings were identified within the Project site. The plat maps from 1855 and 1890 show an unnamed southwest-trending trail extending through the Project site. (BFSA-A, p. 23.) Aerial photographs from 1938 were also consulted and show that the Project site historically consisted of a vacant or agricultural field. The Project site shows little to no change until 1997 when the majority of the property had been visibly plowed and planted and two buildings were visible in the center of the Project site. A third structure that may have been used as storage was near the northern boundary of the Project site. The buildings remained visible until around 2005 when they appear to have been demolished. Rubble had been gradually removed and presently, there are only few remnants of the old properties on site. The few remnant foundations from the modern buildings (constructed between 1978 and 1997) are not considered old enough to qualify for recordation or evaluation as a historical resource. (BFSA-A p. 23.)

The potential for cultural resources to be present within a given area is usually indicated by known settlement patterns, which in western Riverside County were focused around freshwater resources and a food supply. The Project site does not contain any natural permanent water sources or features that would have been advantageous to the prehistoric occupation in the region. (BFSA-A, p. 34.) As such, the potential for historic cultural resources within the Project site is considered to be low.

An intensive reconnaissance survey of the Study Area was conducted as part of the cultural resources investigation on January 5, 2022 and March 5, 2023. At the time of the surveys, the Project site was characterized as flat, previously cleared and disked parcel, except for the southeastern portion of the Project site which at the time contained a warehouse building, parking lot, and associated landscape. As mentioned in the Project description above, this warehouse building, parking, and associated landscape was demolished in September 2023. A large drainage channel (the PVSD) parallels the northern Project site boundary. Noted disturbances to the property included disking, clearing, piles of modern trash and building materials, dirt roads, and remnants of demolished buildings. Three locations were noted where concrete foundations were present. Ground visibility was generally good and very little vegetation, consisting of non-native weeds and grasses, was present at the Project site. (BFSA-A, pp. 5, 35.) The three concrete foundations noted previously are not old enough to be considered historic. Trash and construction debris were noted in various locations on the property; however, none of these deposits contained any items that would qualify as historic resources. (BFSA, p. 35.)

As concluded by the *Phase I Cultural Resources Survey*, no historical resources were identified within the Project site or were identified during the pedestrian survey. Therefore, **no impact** to historic resources would occur. No further analysis of this issue is required.

5b. **Less than significant with mitigation incorporated.** As discussed in *Section 5a* above, a total of 27 cultural resources were recorded within one mile of the Project site; however, none were recorded within the Project site. As part as the cultural resources investigation, a records search of the Sacred Lands File was requested on November 5, 2021, from of the Native American Heritage Commission (NAHC) which was returned with positive results for the presence of Native American sacred sites or locations of ceremonial importance within the vicinity of the Project site. In accordance with the recommendations of the NAHC, BFSA contacted all Native American consultants listed in the NAHC response letter to request any relevant information concerning the property. This request is not part of any Assembly Bill 52 Native American consultation. As of April 2025, only one Tribe responded, stating that they did not wish to comment on the Project. No other responses from Tribes were received. (BFSA-A, p. 34.). The Assembly Bill 52 (AB 52) consultation efforts by the City and discussion about the AB 52 consultation is addressed under *Section 5.18* – Tribal Cultural Resources of this Initial Study.

The intensive pedestrian surveys conducted did not identify any significant cultural resources. Nonetheless, there is always the potential that previously unidentified archaeological resources may be discovered during ground disturbance. With implementation of Project-specific mitigation measure **MM CR-1**[1]**,** potential impacts related to archaeological resources would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

> **MM CR-1:** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the Project site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the archaeologist has been approved by the City.
>
> The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.
>
> In the event that archaeological resources are discovered at the Project site or within the off-site project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance

[1] Project-specific mitigation measure MM CR 1 replaces PVCCSP EIR mitigation measures MM Cultural 2**,** MM Cultural 3**,** and MM Cultural 4.

shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians shall be retained to assist the project archaeologist in the significance determination of the Native American as deemed possible. The designated Native American tribal representative shall be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaking in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project site or within the off-site project improvement areas, mitigation measure **MM CR-2** shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

To the extent feasible, Native American artifacts shall be relocated/reburied at the Project site subject to a fully executed relocation/reburial agreement with the assisting Native American tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied onsite and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the South Coastal Information Center, and the Native American tribe(s) involved with the project.

5c. Less than significant impact with mitigation incorporated. The proposed Project site has been historically used for agriculture except for a few small structures in the 90s and the warehouse building, parking, and associated landscape in the mid 2000s. No known cemeteries have been or are present at the Project site, so the Project site is not expected to contain human remains, including those interred outside of formal cemeteries. However, the potential exists for previously unknown human remains to be discovered at the site during Project construction activities. Project-specific mitigation measure **MM CR 2**[2] would be implemented to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. With adherence to existing laws and regulations, and implementation of mitigation measure **MM CR 2**, potential impacts with regard to the disturbance of human remains would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

MM CR 2: In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD).[3] Despite the affiliation with any Native American tribal

[2] Project-specific mitigation measure MM CR 2 replaces PVCCSP EIR mitigation measure MM Cultural 6.

[3] The "Most Likely Descendent" (MLD) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Coastal Information Center.

6.6 Energy	*Potentially Significant Impact*	*Less Than Significant With 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?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

References: Project Description

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

Section 1.2 (Specific Plan Vision and Objectives) of the PVCCSP encourages increased energy efficiency in building design and the offering of incentives for LEED certification. Section 4.2.4 (Lighting) of the PVCCSP requires lighting standards to be energy efficient. No other PVCCSP Standard and Guidelines are applicable to the analysis of energy.

The proposed Project would be required to adhere to PVCCSP EIR mitigation measures MM Air 19 and MM Air 20. PVCCSP EIR mitigation measure MM Air 19 requires implementing development projects to include installation of energy-efficient street lighting throughout project sites. PVCCSP EIR mitigation measure MM Air 20 requires each implementing development project to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent.

Explanation of Checklist Answers

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

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

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

References: BFSA-B, DOC, GE, GP CE, GP SE, GP EIR, SCG

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils.

The proposed Project would be required to adhere to PVCCSP EIR mitigation measures **MM Geo 1**, **MM Cultural 1**, and **MM Cultural 5**. PVCCSP EIR mitigation measure MM Geo 1 requires the preparation of a geotechnical report and mitigation measures MM Cultural 1 and MM Cultural 3 address potential paleontological resource impacts. A *Geotechnical Investigation Report* was prepared by Southern California Geotechnical on February 2022 and is included as Appendix B to this Initial Study. By preparing the *Geotechnical Investigation*, the Project has complied with the following applicable PVCCSP EIR mitigation measure:

> **MM Geo 1**: Concurrent with the City of Perris' review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over excavated, backfilled, compaction) being used to implement the project's design.

A *Paleontological Resources Assessment*, dated November 18, 2024,was prepared by BFSA Environmental Services and is included as Appendix D of this Initial Study. By preparing *Paleontological Resources Assessment*, the Project has complied with PVCCSP EIR mitigation measure MM Cultural 1 (see Section 6.5 Cultural Resources).

Explanation of Checklist Answers

a.i) **No impact.** The Project site is not located within an Alquist-Priolo Earthquake Fault Zone (SCG, p. 9). While seismic activity is known to exist throughout Southern California, there are no known faults through or near the Project site that would result in substantial effects. The Project site is located approximately 9.46 miles west of the Sunnymead Fault Zone and approximately 16.08 miles east of the Elsinore Fault Zone (DOC; GE). The possibility of significant fault ruptures at the Project site is considered to be low because no evidence of faulting. (SCG, p. 9.) Further, the Project's design would be consistent with the recommended seismic parameters included in the *Geotechnical Investigation Report* and meet or exceed the seismic standards in the current California Building Code. Thus, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of known earthquake fault. Therefore, **no impact** would occur**.** No further analysis of this issue is required.

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

strong seismic ground shaking. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

a.iii) **Less than significant impact.** Liquefaction occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a soil (GP SE, p. 29). There are multiple areas within the City susceptible to liquefaction. However, the Project site is not located within a moderate, high, or very high liquefaction susceptibility area (GP SE, p. 28). Additionally, Riverside County identifies the Project site as having low liquefaction susceptibility (SCG, p. 11). Furthermore, the subsurface exploration conducted as part of the *Geotechnical Investigation Report* determined that subsurface conditions encountered at the boring locations were not considered to be conducive to liquefaction (SCG, p. 11). Specifically, the subsurface conditions consist of moderate to high strength alluvial soils underlain by bedrock, with no evidence of a long-term groundwater table within the depths explored by the boring. Hence, liquefaction is not considered to be a design concern for this Project (SCG, p. 11). Thus, the Project would not directly, or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

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

b) **Less than significant impact.** The Project site is characterized as generally flat, descending gradually to the east. The Project site is vacant. Once operational, the majority of the Project site would be paved and developed with a warehouse facility and supporting infrastructure; therefore, no soil erosion is anticipated with long-term operation of the site. Short-term construction activities would include the demolition, grading, moving, and compaction of soils at the site, followed by building construction. Trenching, grading, and compacting associated with construction of structures, modification/relocation of underground utility lines, and landscape/hardscape installation could expose areas of soil to erosion by wind or water during these construction processes. As such, construction activities have the potential to result in soil erosion or the loss of topsoil. The *Geotechnical Investigation Report* identified that near-surface soils consist of moderate strength sandy silts, silty sands, and clayey sands that may become unstable and subject to caving within shallow excavations. (SCG, p. 16) Additionally, onsite soil may be susceptible to erosions due to their granular content, some of the onsite soil could also be susceptible to erosion. (SCG, pp. 16-17) To provide excavation stability and to prevent water ponding, the Project design would incorporate recommendations from the *Geotechnical Investigation Report*. These recommendations include flattening excavation slopes where caving occurs to provide excavation stability and grading the Project site to prevent ponding of surface water and to prevent water from running into excavations. (SCG, pp. 16-17).

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

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

All construction activities would also be required to comply with Chapter 33 of the California Building Code, which regulates excavation activities and the construction of foundations and retaining walls, grading activities, including drainage and erosion control. Likewise, the City performs stormwater monitoring and enforcement activities. In the developed condition, the addition of paved and landscaped areas would, over the long term, decrease the potential for erosion because less exposed soils would exist at the sites. Thus, through compliance with these standard regulatory requirements, the construction of the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil.

Thus, through compliance with standard state and federal requirements and recommendations outlined in the *Geotechnical Investigation Report,* the Project would not result in substantial soil erosion or loss of topsoil. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

c) **Less than significant impact.** As discussed in *Sections 6.7(a.iii)* and *6.7(a.iv),* the Project site is located in a relatively flat area, so landslides do not pose a significant risk and liquefaction is not considered to be a significant design concern.

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. The potential for geological hazards induced by lateral spreading is considered low and only

minor subsidence may occur at the Project site (SCG, p. 9, 13). As such, the *Geotechnical Investigation Report* provides site development and design recommendations that would be incorporated into the grading plans prepared for the proposed Project. Further, the Project would be required to adhere to the measures identified in the California Building Code, applicable standards of the City's Grading Ordinance to reduce potential impacts resulting from unstable soil conditions.

The Project site contains younger alluvial material (near surface) that is underlined by older alluvium material. (SCG, p. 5). Based on soil samples, the near surface alluvium possesses a moderate potential for collapse when inundated by water and its current condition, the upper portion of the alluvium, in its present condition, is not considered suitable for support of the foundation loads of the new structure. (SCG, pp. 5, 11). The older alluvium possesses more favorable strengths and favorable consolidation/collapse characteristics. (SCG, p. 11). Therefore, the *Geotechnical Investigation Report* recommends remedial grading within the Project site to remove the upper portion of the native alluvium and replace these materials as compacted structural fill soils. (SCG, p. 11). These recommendations would be implemented as part of the Project design. Additionally, adherence to measures identified in the California Building Code, applicable standards of the City's Grading Ordinance, would reduce impacts resulting from unstable soil conditions.

Thus, the Project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the Project would result in a **less than significant impact.** No further analysis of this issue is required.

d) **Less than significant impact.** Expansive soils swell when subjected to moisture and shrink when dried. The Uniform Building Code mandates that "special [foundation] design consideration" be employed if the Expansion Index is 20, or greater. Laboratory testing performed on a representative sample of the near surface soils indicates that these materials possess a medium expansion potential (Expansion Index = 43). Based on the presence of expansive soils at this site, recommendations of the *Geotechnical Investigation Report* recommend proper moisture conditioning and maintenance of moisture content of all building pad subgrade soils to a moisture content of 2 to 4 percent above the American Society for Testing and Materials (ASTM) D-1557 optimum, during site grading. (SCG, p.12). As such, the *Geotechnical Investigation Report* provides site development and design recommendations that are required to be incorporated into the grading plans prepared for the proposed Project to be approved by the City prior to issuance of grading permits. These plans are also required to be prepared in conformance with applicable standards of the City's Grading Ordinance. Development of the Project site, consistent with applicable standards and the recommendations included in the *Geotechnical Investigation Report*, would reduce potential impacts from expansive soils. Thus, the Project would not create substantial direct or indirect risks to life or property due to expansive soil. Therefore, the Project would result in a **less than significant impact**. No further analysis of this issue is required.

e) **No impact.** The proposed Project, like the prior use at the site, would connect to the existing sewer system and would not require the use of a septic tank. **No impact** would occur. No further analysis of this issue is required.

f) **Less than significant with mitigation incorporated.** The Project site is located on lower Pleistocene very old, sandy, alluvial-fan deposits. (BFSA-B, p. 6.) Pleistocene (greater than 11,700 years old) alluvial and alluvial fan deposits in western Riverside County and the Inland Empire can yield important Ice Age terrestrial vertebrates fossils and sediments are considered to have a High paleontological resources sensitivity. (BFSA-B, p. 8). According to the City of Perris General Plan Conservation Element Exhibit CN-7: Paleontological Sensitivity, the Project site and off-site improvement area are within Paleontological Sensitivity Area 1 (High Sensitivity) and exhibits surface exposures of older Pleistocene valley deposits which have high potential to contain significant fossil resources. (GP CE, pp. 26-27.) Conservation Element implementation measure IV.A.4 requires paleontological monitoring of all projects within Area 1 once subsurface excavation begins.

As part of the Paleontological Resources Assessment, a paleontological literature review and collections and locality records search was conducted for the project using records from previous BFSA projects, the Division of Geological Sciences at the San Bernardino County Museum, the Los Angeles County Museum of Natural History, and the Western Science Center, as well as data from published and unpublished paleontological literature. The resulting locality records search did not identify any previously recorded fossil localities within the Project site. (BFSA-B, p. 6.) Nevertheless, because of the high paleontological sensitivity assigned to the Project site, the depth of potential ground disturbance, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) would be prepared and approved in conformance with Conservation Element implementation measure IV.A.4, as set forth in Project-specific mitigation measure **MM GEO 1.**[4] Therefore, potential impacts would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

> **MM GEO 1**: Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site fulltime for any Project-related subsurface excavation. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no excavation activities shall occur at the Project site or within the off-site project improvement areas until the paleontologist has been approved by the City.
>
> Monitoring shall be restricted to undisturbed subsurface areas of older quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the authority to temporarily halt or divert grading equipment to a radius of 50 feet to allow for removal of abundant or large specimens.

[4] Project-specific mitigation measure **MM GEO 1** replaces PVCCSP EIR mitigation measure MM Cultural 5.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

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6.8 Greenhouse Gas Emissions	*Potentially Significant Impact*	*Less Than Significant With 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?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

References: Project Description

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The are no PVCCSP includes Standards and Guidelines relevant to the analysis of greenhouse gas emissions impacts.

The proposed Project would be required to adhere to PVCCSP EIR mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through MM Air 14, MM Air 19 and MM Air 21.

Explanation of Checklist Answers

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

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

6.9 Hazards/Hazardous Materials	*Potentially Significant Impact*	*Less Than Significant With Mitigation 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 material?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise or people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

References: ALUC-A, ALUC-B, CALFIRE, CCR, DTSC, GP SE, WENV-A, WENV-B

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to development within the Airport Influence Zones I and II. The Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

12.1 Prohibited Uses in Airport Overlay Zones. This section identifies restrictions within the Clear Zone (CZ), Accident Potential Zone I (APZ-1), and Accident Potential Zone II (APZ-II) which are located within the PVCCSP area.

12.1.1 Compatibility with March Air Reserve Base

The PVCC is located in March ARB Airport Influence Zones I and II; therefore, all development within the plan shall comply with the following measures:

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Clear Zone (Surface B)
- Approach/Departure Clearance Surface (Surface C)
- Inner Horizontal Surface (Surface E)
- Conical Surface
- Form 7460 (Notice of Proposed Construction or Alteration)

Section 2.1.6, Airport Overlay Zone Clear Zone prohibits new development of any kind.

Section 4.2.1, General On-site Project Development Standards and Guidelines, of the PVCCSP, also prohibits uses that could affect March ARB/IPA, avigation easements, APZs, consistent with Section 12.

The PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

Explanation of Checklist Answers

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

Construction

Construction of the Project site would involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials would be transported to the Project site by equipment service trucks. In addition, workers would commute to the Project via

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

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

Operation

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

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

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

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

b) **Less than significant impact.** As part of the Project, two separate Phase I Environmental Site Assessments (hereinafter referred collectively to as the Phase I ESAs) were prepared by Weis Environmental to cover the entirety of the Project site. The Environmental Site Assessment dated February 12, 2022 and the Environmental Site Assessment dated March 20, 2022, cover the entire Project site and are included as Appendix E.1 and Appendix E.2 of this Initial Study, respectively. The Phase I ESAs were prepared in accordance with the with American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments, Phase I Environmental Site Assessment Process, ASTM Designation E1527-21, and Title 40 of the Code of Federal Regulations (40 CFR) Part 312. The Phase I ESAs evaluated the Project site for potential recognized environmental conditions. As part of the Phase I ESAs, a regulatory database review was conducted, a review of historical resources was conducted, and a site reconnaissance was conducted.

Three properties near the Project site, Interinsurance Exchange of The Automobile Club (775 Harley Knox Boulevard), All American Asphalt (4770 Indian Street), and March Air Force Base are listed in the Federal ASTM and may have the potential to adversely impact the Project site due to current or former releases of hazardous substances and/or petroleum products that occurred at said properties. (WENV-A, pp. 11-12; WENV-B, pp. 12-13.) According to the Phase I ESAs, these three properties, are not likely to have current or former releases of hazardous substances and/or petroleum products with the potential to migrate to the Project site; therefore, these sites are not considered to be significant environmental concerns to the Project site. (WENV-A, pp. 11-13. WENV-B, pp. 12-13.)

A regulatory database records review was conducted and reviewed consistent with ASTM requirements. These ASTM regulatory databases include Federal, State, and Tribal and Local ASTM databases. In addition, other regulatory databases, not required by ASTM, or Non-ASTM regulatory databases, were also reviewed. Except for the previously developed portion of the Project site, the Project site is not listed in any ASTM or Non-ASTM regulatory databases. (WENV-A, pp. 12-13; WENV-B, pp. 13-14.) The previously developed portion of the Project site is listed on three Non-ASTM regulatory databases as Temp Power Systems. These listings occurred because in 2013 the former occupant generated two containers of hazardous waste that contained liquid solvent mixture and organic solids. No references to chlorinated solvents are noted and this business does not appear on databases indicative of releases of hazardous substances or petroleum products to the subsurface. Therefore, the former business and waste generation are not considered recognized environmental conditions in connection with the Project site. (WENV-B, p. 14.) Adjacent and nearby properties were listed in the Federal, State, Tribal, or local ASTM regulatory databases, but due to the orientation, distance, and interpreted direction of groundwater flow and/or other regulatory status information, these properties do not present a recognized environmental condition to the Project site. (WENV-A, pp. 11-15; WENV-B, pp. 12-16.)

A historical resources review was conducted to develop a history of the previous uses of the Project site and the surrounding area order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the Project site. The historical resources reviewed include: aerial photographs, topography maps, City directories, and other historical sources. The result of the historical review indicated that the Project site and surrounding area were previously used for agricultural purposes with some structural developments from approximately 1938 to about 2020. (WENV-A, p. 16; WENV-B, p. 17.) During historical agricultural activities throughout the state of California, various pesticides that are now banned from production were used. Based on regulatory and historical research, no accidental spill or release of pesticides occurred at the Project site. The potential of residual agricultural chemicals at the Project site is not a recognized environmental connection with the Project site. (WENV-A, pp. 16, 17; WENV-B, p. 17.)

The pedestrian surveys were conducted on January 12, 2022, and March 17, 2023, and consisted of observing the Project site on foot via transects and walking publicly accessible areas surrounding the Project site. No significant or limiting conditions of the Project site inspection were observed. At the time of the surveys, the western portion and northern portion of the Project site were vacant and undeveloped while the southeastern portion of the site contained an industrial building, that was demolished in September 2023. At the time of the survey, no wastewater treatment devices were observed. There was no evidence of ponding, wells, or ground monitoring wells observed on the Project site. No evidence of stained soil or pavement, chemical storage tanks, stressed vegetation, or unidentified substance containers were observed. The Project site did contain miscellaneous trash and debris such as concrete rubble, landscape waste, abandoned appliances, automobile tires, brick fragments, miscellaneous paper, plastic and glass products and other inert materials. The Project site's current use and adjoining properties are not a recognized environmental condition to the Project site. As such, no environmental hazards were visually or physically observed during the Project site reconnaissance and the Project site is not expected to be a hazard to the public. (WENV-A, pp. 18-19; WENV-B, pp. 19-20.) Therefore, ground disturbance during Project construction is not anticipated to create a significant hazard to the public or environment.

As discussed in *Section 9a* above, there is a potential for hazardous materials and chemicals to be stored at the site for short periods of time prior to transport and distribution which could cause a release. However, the storage and transport of these products would be regulated by Federal, State, and local policies regarding storage and transportation of hazardous waste. The Project site has been screened for any hazardous waste-related activities at the Project site. (WEN-A, p. 19; WEN-B, p. 20.) Any hazardous waste-related activities for any future users at the Project site would be required to comply with all existing hazardous waste regulations. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

c) **No impact.** The proposed Project site is not located within one-quarter mile of an existing or proposed school. The closest school is Val Verde Academy which is approximately 1.4 miles south of the Project site. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, **no impact** would occur. No further analysis of this issue is required.

d) **No impact.** Based on a review of the California Environmental Protection Agency's Cortese List, compiled pursuant to Government Code Section 65962.5, no hazardous materials sites are located within or adjacent to the Project site or the off-site improvement area. Additionally, the Phase I Environmental Site Assessment did not locate active or historical hazardous waste and substances sites within 0.5 mile of the Project site. (WENV-A, WENV-B; Appendix B, p. 7.)

Thus, the Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. There would be **no impact.** No further analysis of this issue is required.

e) **Less than significant impact.** The proposed Project site is located just over 5 miles northwest from the Perris Valley Airport and Skydiving Center, a privately owned private use airport (ALUC-A, p. 1-2). The proposed Project site is also located approximately 0.30 mile southeast of March Air Reserve Base/Inland Port Airport (March ARB/IPA) and is within the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP). The March ARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The majority of Project site is located within the Airport Compatibility B1-APZ1 and Zone B2, with portions of the northwest corner and northeast corner of Project site located within Zone A and Zone C1 respectively, as shown on **Figure 7 – March Air Reserve Base Airport Compatibility/Potential Zones**. Zone B1-APZ1 is located within the inner approach/ departure zone and the risk level from flight operations is high. Zone B2 is located beneath or adjacent to final approach and initial departure corridors or adjacent to runway and the risk level from flight operations is moderate. Zone A is located in the clear zone and the risk level from flight operations is very high. Zone C1 is located beneath or adjacent to low altitude overflight corridors and the risk level from flight operations is moderate.

The proposed warehouse building would be located within B1-APZ1 and Zone B2. The northwest corner of the Project site, within Zone A, would not include any portion of the proposed warehouse building. This area would be landscaped and fenced off. The northeast corner of the Project site, within Zone C1, would include landscaping and an approximately 70 square foot guard shack that would contain a maximum of two people at any given time.

The Project is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the March ARB/IPA ALUCP,[5] and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed.

According to the City of Perris General Plan Noise Element, exterior noise levels of up to 70 dBA CNEL are considered to be "Normally Acceptable" for industrial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 70 and 80 dBA CNEL are "Conditionally Acceptable" and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed warehouse building would be built using conventional construction techniques with closed windows with air conditioning for the office area.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The Project site is within Zone B1 and Zone B2 which are within the 65 CNEL aircraft noise contour (ALUC, p. 3). The northwest corner of the Project site is within Zone A, which is an area exposed to high CNEL and single noise levels events (ALUC, p. 3). However, the area within Zone A would only contain landscape. The northeast corner of the Project site is whin Zone C1, which is within a 60-CNEL aircraft noise contour. Since the proposed Project use is not a noise-sensitive land use, the proposed Project would not expose people working in the Project area to excessive noise levels from airport operations.

Regarding the compatibility criteria for safety, land use intensity standards were evaluated based on March ARB/IPA ALUCP Table MA-2. According to the March ARB/IPA Basic Compatibility Criteria, Zone B1-APZ1, has a maximum density requirement of an average of 25 people/acre or 100 people/single acre and has 50 percent open land requirement. Zone B2, and Zone C1 have a maximum density requirement of an average of 100 people/acre or 250 people/single acre and have no open land requirements. Zone A is in the clear zone departure and prohibits people in this zone and prohibits the construction of all non-aeronautical structures. Approximately 13.9 acres of the Project site lies within Zone B1 – APZ I which includes 307,318.5 square feet of warehouse and 5,000 square feet of office space. Approximately 10.89 acres of the Project site lies within Zone B2 which includes 227,390.9 square feet of warehouse and 5,000 square feet of office space. Approximately 0.3 acre of the Project site lies within Zone C1 which includes a proposed 70 square-foot guard shack that would contain a maximum of two people at any given time. Approximately 0.1 acre of the Project site is located within Zone A, however as discussed previously, no development is

[5] On July 14, 2016, The Riverside County Airport Land Use Commission determined that the City's Airport Overlay Zone is consistent with the current March ARB/IPA ALUCP.

proposed within this area. The following analyzes how the proposed Project complies with the density/intensity requirements of the March ARB/IPA ALUCP.

Pursuant to the *Airport Land Use Compatibility Plan Policy Document – Appendix C – Methods for Determining Concentrations of People*, the following usage intensity parameters were used to calculate the occupancy for the proposed Project:

- Warehouse –35% of the usage intensity from 1 person/500 square feet,[6]
- Office – 50% of the usage intensity from 1/person/100 square feet,[7]

Approximately 13.96 acres of the Project site is located within Zone B1-APZI. The warehouse and office portions of the building in Zones B1-APZ1 would be occupied by a total of 17 people per acre[8] which is below the maximum 25 people per acre criterion. Approximately 10.9 acres of the Project site is located within Zone B2. The warehouse and office portions of the building in Zone B2 would be occupied by a total of 17 people per acre[9] which is below the maximum 100 people per acre criterion. The proposed 70-square foot guard shack in Zone C1 could be occupied by a maximum of 4 people per acre,[10] however as stated earlier, the guard shack would be occupied by a maximum of 2 people, which is below the 100 people per acre criterion.

Another measurement required by the March ARB/IPA ALUCP, is a single-acre intensity limit. For Compatibility Zone B1-APZI, the MARP/IPA ALUCP limits the maximum single-acre intensity to 100 people per acre. Compatibility Zone B2 and Zone C1, the MARP/IPA ALUCP limits the maximum single-acre intensity to 250 people per acre. In order to determine if the Project fits within the 100 people per single acre limit for Zone B1-APZI, it was assumed in a worst-case calculation that in a single-acre (43,560 square feet), all the total office and mezzanine space (5,000 square feet) is within the single-acre and the remainder of the acre is warehouse (38,560 square feet of warehouse). This would equate to a total occupancy of 52 people (5,000 square feet of office / 100 square x 50% usage intensity plus 38,560 square feet of warehouse / 500 square feet x 35% usage intensity), which is consistent with the Compatibility Zone B1-APZI single-acre intensity criterion of 100. To determine if the Project fits within the 250 people per single acre limit for Zone B2, it was assumed in a worst-case calculation that in a single-acre

[6] Section 2.4(f)(3) of the March ARB/IPA ALUCP that states that offices within high-cube warehouses, distribution centers, and commerce centers and fulfillment centers, shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1

[7] Appendix C Methods for Determining Concentrations of People.

[8] Based on the rates noted above for warehouse and office uses, approximately 307,319 square feet of warehouse space would equate to 216 people (307,319 square feet/500 square feet/person x 35% usage intensity) and approximately 5,000 square feet of office and space would equate to 25 people (5,000 square feet/100 square fee/person x 50% usage intensity) within the Project site in Zone B2. Therefore, an average of 170 people per acre (25+216)/13.93 acres) would occupy the portion of the Project site within Zone B1-APZI.

[9] Based on the rates noted above for warehouse and office uses, approximately 227,391 square feet of warehouse space would equate to 160 people (227,391 square feet/500 square feet/person x 35% usage intensity) and approximately 5,000 square feet of office and mezzanine space would equate to 25 people (5,000 square feet/100 square fee/person x 50% usage intensity) within the portion of the Project site in Zone B2. Therefore, an average of 17 people per acre (25+160)/10.893 acres) would occupy the portion of the Project site within Zone B2.

[10] Based on the rates noted above for warehouse and office uses, approximately 70 square feet of warehouse space would equate to 4 people (70 square feet/500 square feet/person x 35% usage intensity). Therefore, an average of 4 people per acre (1.0 / 0.28 acres) would occupy the portion of the Project site within Zone C1.

(43,560 square feet), all the total office and mezzanine space (5,000 square feet) is within the single-acre and the remainder of the acre is warehouse (38,560 square feet of warehouse). This would equate to a total occupancy of 52 people (5,000 square feet of office / 100 square x 50% usage intensity plus 38,560 square feet of warehouse / 500 square feet x 35% usage intensity), which is consistent with the Compatibility Zone B2 single-acre intensity criterion of 250. To determine if the Project fits within the 250 people per single acre limit for Zone C1, it was assumed in a worst-case calculation that in a single-acre (43,560 square feet), the guard shack (70 square feet of warehouse) is within the single-acre. This would equate to a total occupancy of 1 person (70 square feet of warehouse / 500 square feet x 35% usage intensity), which is consistent with the Compatibility Zone C1 single-acre intensity criterion of 250. Thus, the proposed Project would comply with the March ARB/IPA ALUCP density requirements.

According to Exhibit MA-5 in the *Background Data: March Air Reserve Base / Inland Port Airport and Environs,* the Project site is within the FAR Part 77 Military Outer Horizontal Surface Limits; therefore, an obstruction evaluation is required and is implemented by PVCCSP EIR mitigation measure **MM Haz 6**.

Zone B2 hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations are prohibited. According to the Perris Municipal Code Chapter 19.51 March ARB/IP Airport Overlay Zone, the proposed Project would not be required to obtain ALUCs approval, since the Project would comply with the airport influence area requirements.

Impacts associated with aircraft activities would be less than significant with implementation of Project-specific mitigation measure **MM AES 1.** Additionally, the proposed Project would be required to comply with PVCCSP EIR mitigation measures **MM Haz 2** through **MM Haz 6** to reduce potential impacts associated with March ARB/IPA operations. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

> **MM Haz 2**: Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the March ARB/March Inland Port Airport Authority.
>
> **MM Haz 3**: Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
>
> **MM Haz 4**: The following notice shall be provided to all potential purchasers and tenants:
>
> > "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."

MM Haz 5: The following uses shall be prohibited:

a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

MM Haz 6: A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding March ARB. If it is determined that there would be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division would work with FAA to resolve any adverse effects on aeronautical operations.

f) **Less than significant impact.** The Project site is located along Harley Knox Boulevard and Perris Boulevard which have both been identified as Evacuation Routes in the City of Perris General Plan (GP SE, p. 11). These roadways are identified as potential evacuations routes due to their connectivity to other major highways and roadways within Riverside County (GP SE, p. 10.) The City of Perris participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan which outlines requirements for emergency access and standards for emergency responses. The PVCCSP Initial Study determined that because emergency access would be maintained and improved throughout the PVCC area in accordance with the Local Hazard Mitigation Plan, development within the PVCC area would not interfere with adopted emergency response plans. (PVCCSP IS, p 15.)

It is anticipated that all local roadways would remain open during Project site construction and operation. Hence, the Project would not result in closures of local roadways that may have an effect on emergency access in the vicinity of the Project site. Further, construction activities occurring within the Project site would comply with all conditions, including grading permit conditions regarding fire access, and would not restrict access for emergency vehicles responding to incidents on the site or in the surrounding area. In the event improvements along

Harley Knox Boulevard and Indian Avenue would require temporary closure of a travel lane, a Traffic Control Plan, pursuant to the requirements of the City's Engineering Department, would be prepared as part of final design and approved by the City's Engineering Department prior to any lane closure. Implementation of the Traffic Control Plan would provide a means of access for emergency vehicles to minimize potential impacts associated with emergency response. Thus, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

g) **No impact.** The proposed Project site is not located adjacent to any wildlands or any undeveloped hillsides where wildland fires might be expected to occur. (GE SE, p. 19.) Also, according to the City of Perris General Plan Safety Element, the Project area is not located within a "Very High Fire Hazard Severity Zone." (GP SE, p. 19.) No wildlands are located within the Project site and the Project site is surrounded by developed properties, paved roads, and maintained vacant sites. Furthermore, the Project site does not contain natural features that would exacerbate wildland fire risk. Accordingly, implementation of the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, no direct or indirect significant risk of loss, injury or death involving wildland fires are anticipated and **no impact** would occur**.** No further analysis of this issue is required.

6.10 Hydrology and Water Quality	*Potentially Significant Impact*	*Less Than Significant With 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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

References: DWR, FEMA, GE, GP SE, GP EIR, GSP, GSP Determination, PVCCSP EIR, SWRCB, USGS, TEI-A, TEI-B

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are summarized below, are incorporated as part of the proposed Project, and are assumed in the analysis presented in this section.

No mitigation measures for hydrology and water quality are included in the PVCCS EIR.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2 On-Site Standards and Guidelines

4.2.2 Site Layout for Commerce Zones

4.2.2.7 Water Quality Site Design

General Standards. Refer to NPDES Permit Board Order R8-2010-0033 for complete and current information on water quality management standards.

Water Quality Management Plan. Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit. The MS4 Permit requires that applicable new development and redevelopment projects implement the following:

- Design the site to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible.
- Cover or control sources of stormwater pollutants.
- Use LID to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces.
- Ensure runoff does not create a hydrologic condition of concern.
- Maintain Stormwater BMPs.

Low Impact Design. According to the State Water Resources Control Board, Low Impact Design (LID) is "a sustainable practice that benefits water supply and contributes to water quality protection. The goal of LID is to mimic a site's predevelopment hydrology. The seven mandatory BMP types to be implemented on project sites:

- Infiltration Basins
- Infiltration Trenches
- Permeable Pavement
- Harvest and Reuse
- Bioretention Facilities
- Extended Detention Basins
- Sand Filter Basins

The NPDES permit requires that the design capture volume be first infiltrated, evapotranspirated, or harvested and reused. When sure retention methods are infeasible, the remainder of the volume can be biotreated. The steps to this approach include:

- Optimize the Site Layout
- Preserve existing drainage patterns
- Protection of existing vegetation and sensitive areas
- Preserve natural infiltration capacity

- Minimize impervious area
- Disperse runoff to adjacent pervious areas
- Delineate drainage management areas
- Classify and Tabulate DMAs and determine runoff factors for
    - Self-treating areas
    - Self-retaining areas
    - Areas draining to self-retaining areas
    - Areas draining to BMPs

Source Control. Source control features are also required to be implemented for each project as part of the Final WQMP. Source control features include permanent (structural) or operational and are those measures which can be taken to eliminate the presence of pollutants through prevention. Steps to selecting Source Control BMPs include:

- Specify source control BMPs
- Identify pollutant sources
- Note locations on project specific WQMP exhibit
- Prepare a table and narrative
- Identify operational source control BMPs

BMP Features in “Visibility Zone”. Treatment control BMPs adjacent to the public right-of-way must drain properly to adequate storm drain facilities. If no storm drain is available, alternative drainage shall be proposed for approval by City Engineer. Treatment control BMPs are not to be placed within public right-of-way.

Open Jointed Surfaces for Sidewalks. Interlocking pavers, porous pavement and pervious concrete or other surfaces.

Open Jointed Surfaces in Low Traffic Areas. Open jointed surfaces or porous concrete in low-traffic areas of parking lots and for patios and sidewalks.

Filter Strips. Vegetated areas consisting of grass turf or other low lying, thick vegetation intended to treat sheet flow from adjacent impervious areas shall be considered for use adjacent to parking lots, sidewalks, and roads.

Filter Strip Adjoining Impervious Surfaces. Filter strips should adjoin impervious surfaces where feasible.

Roof Runoff Discharge into Landscape Area. Discharge to landscaped areas adjacent to the buildings.

Second Treatment of Roof Water. If roof runoff cannot be conveyed without mixing with on-site untreated runoff, the roof runoff will require a second treatment.

Covered Trash Enclosures. Trash enclosures covers must be provided.

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

8.2.1.8 Water Quality Site Design

Runoff from Loading Docks. Runoff from loading docks must be treated for pollutants of concern prior to discharge from the site.

Truck wells. Truck-wells are discouraged due to potential clogging of sump condition storm drain inlets. If used, run-off needs to run through landscape before discharging from site.

Explanation of Checklist Answers

a) **Less than significant impact.** The Santa Ana Regional Water Quality Control Board (Regional Water Board) sets water quality standards for all ground and surface waters within the Santa Ana River Watershed, which includes the City of Perris. Water quality standards are defined under the federal Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). The proposed Project site is located within the Santa Ana River Watershed and San Jacinto River Sub-Watershed, and within the jurisdiction of the Santa Ana Regional Water Board. Runoff from the PVCCSP area discharges into the PVSD, which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore. Canyon Lake is currently listed as an impaired waterbody on the Clean Water Act Section 303(d) List because it exceeds water quality objectives for nutrients and pathogens. Lake Elsinore is listed as an impaired waterbody due to nutrients, organic enrichment/low dissolved oxygen, PCBs, sediment toxicity, and unknown toxicity.

Activities associated with the construction of the proposed Project would have the potential to result in discharges from soil disturbances that could violate water quality standards if not adequately addressed. would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and sediment off-site which could impact downstream water quality. The Project would be required to comply with the NPDES Statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order WQ. 2022-0057-DWQ, adopted September 8, 2022 and effective as of September 1, 2023) issued by the State Water Resources Control Board for construction projects. Compliance with this permit requires preparation of an effective SWPPP, which describes erosion and sediment control BMPs to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer and implemented onsite by a Qualified SWPPP Practitioner. (CGP, pp. 32-33.) Through compliance with the regulatory requirements of the NPDES State General Construction Permit, potential construction-related water quality impacts would be less than significant.

Post-construction operations of the proposed Project would also have the potential to discharge pollutants that could violate water quality standards of downstream waterbodies. Paved areas and streets would collect dust, soil and other impurities (such as metals, nutrients, bacteria, sediments, trash and debris, and oil and grease) that could be assimilated into surface runoff during rainfall events. These pollutants, if not treated prior to entering the municipal storm

system, may potentially impact water quality. Onsite runoff would be collected by two onsite storm drains and conveyed to an underground detention chamber, Storm Tech MC-3500, which would outflow to the onsite bio-treatment unit, Bio Clean Modular Wetlands Systems for treatment. (TEI-B, p. 7.) The proposed Modular Wetlands Systems water treatment device has a medium to high removal efficiency for metals, trash, debris, total suspended solids, and oil and grease, which are the pollutants associated with industrial development, prior to discharging into the PVSD Lateral B. (TEI-B, p. 21.) Runoff from landscaping along the northwesterly and northeasterly corner of the Project site and southerly side of the building would sheet flow offsite without being routed to the proposed chambers or bio treatment units. Because these landscaped areas are considered self-treating areas, no additional treatment is required. (TEI-B, p. 7.)

Because the Project would be developed consistent with an approved Watershed Action Plan that addresses Hydrologic Conditions of Concern in receiving water and the Project site is within a Riverside Flood Control and Water Conservation District mapped Hydrologic Conditions of Concern Exemption area, Hydrologic Conditions of Concern criteria is considered mitigated. (TEI-A, p. 23 and Appendix 7.) Therefore, stormwater treatment methods have been sized to handle and treat just the design capture volume.

According to the Preliminary WQMP, the detention chambers (Storm Tech MC-3500) and bio-treatment units (Bio Clean Modular Wetlands Systems) have a treatment capacity greater than the required design capture volume. (TEI A, pp. 7, 21.) Larger, high-flow, runoff (e.g. 100-Year storm event) would bypass the detention chambers and the bio treatment units and would be routed to the discharge point, located at the at the north end of the Project site. Pursuant to PVCCSP EIR mitigation measure **MM Haz 5**, all retention and water quality basins shall be designed to drawdown within 48 hours of a rainfall event. The Preliminary WQMP has been submitted to the City Public Works Department for review. Prior to issuance of a grading or building permit, a Final WQMP would be required for the Project.

The proposed Project would also implement source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers, maintaining landscaping using minimal or no pesticides, utilizing covered and leak proof trash dumpsters, sweeping and litter control of loading areas, and collecting wash water containing any cleaning agent or degreaser in order to prevent pollutants from entering runoff.

The proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff generated onsite. Thus, through BMPs combined with compliance with existing regulations, the proposed Project would not violate water quality standards, waste discharge requirements, or otherwise degrade surface or ground water quality. Therefore, potential impacts would be **less than significant**. No further analysis of this issue is required.

b) **Less than significant impact.** The City of Perris is located within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County. The San Jacinto River flows from the San Jacinto Mountains, across the San Jacinto Valley, through the City of Perris, to Railroad Canyon Reservoir, and finally to its terminus in Lake Elsinore, southwest of Perris. The Santa Ana River Water Quality Control Plan divides the San Jacinto Watershed into 14 groundwater subbasins. The City of Perris lies above Perris South I, Perris South II, and Perris South III sub-basins. The Santa Ana Watershed Project Authority's

combines these three sub-basins into two groundwater management zones, referred to as Perris North and Perris South. (GP EIR, pp. IV-48 to IV-49). The Project site is located within the Perris North Groundwater Management Zone. No further analysis of this issue is required.

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

The Project site does not contain groundwater recharge facilities or groundwater production wells. Implementation of the proposed Project would increase the amount of impervious surfaces within the EMWD's service area and may have the potential to impact the amount of water which percolates back into the local groundwater basin. Although the amount of impervious surface would increase due to Project construction, the area of the Project site is negligible compared to the groundwater basin. Further, groundwater from this groundwater management zones is not utilized for domestic purposes and would not be required as part of any agricultural land use. As such, the proposed Project would not directly cause an increase in groundwater pumping or substantially deplete groundwater supplies. Thus, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, this potential impact would be **less than significant.** No further analysis of this issue is required.

c.i) **Less than significant impact.** There are no streams or rivers currently mapped at the Project site (USGS). As such, the Project would not alter an existing stream or river. The Project site is relatively flat, with the western portion of the Project site drains southerly to storm drains in Harley Knox Boulevard and the easterly portion of the Project site drains easterly towards storm drains in Indian Avenue which ultimately discharge into PVSD Lateral B. (TEI-B, p. 7.)

Development of the proposed Project would integrate catch basins and underground storage chambers that would convey flows to the Bio Clean Modular Wetlands Systems for water quality treatment prior to being discharged to the PVSD Lateral B. (TEI-B, p. 7.) Runoff from landscaping along the northwesterly and northeasterly corners of the site, and along the southerly side of the building would surface flow offsite as these areas are considered self-treating areas. (TEI-B, p. 7.)

There is potential for erosion and siltation to occur on- and off-site from construction of the Project. As described in *Section 6.10a* above, a SWPPP will be implemented to minimize to the extent practicable any non-stormwater discharges resulting from construction activities. The WQMP for the Project would include biotreatment for the water quality volume of stormwater generated onsite during the operational phase of the Project. Biotreatment has a high removal effectiveness for sediment. All onsite flows would be conveyed in underground pipes to ultimately discharge into the PVSD and are therefore unlikely to cause erosion. With implementation of the biotreatment system to treat onsite flows, downstream siltation is also

unlikely to result from the Project. As such, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which may potentially result in substantial erosion or siltation on or offsite. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

c.ii) **Less than significant impact.** As described in *Section 6.10 c(i)* above, the Project site is relatively flat, with the western portion of the Project site draining southerly to storm drains in Harley Knox Boulevard and the easterly portion of the Project site draining easterly towards storm drains in Indian Avenue. Both these storm drains ultimately discharge into PVSD Lateral B. (TEI-B, p. 7.) There are no streams or rivers currently mapped within the Project site. (USGS) The Project would add roughly 21.9 acres of new impervious surfaces to the site (i.e., 953,964 square feet of roof and hardscape). (TEI-B, p. 11).

With the addition of new impervious surfaces, stormwater runoff across the site would flow at a faster rate and would have the potential to result in flooding on- or offsite. However, the Project includes new drainage facilities to convey onsite flows into new onsite storm drain systems that are sized to sufficiently to drain the Project site such that it would not result in flooding. (TEI-A, pp. 3-4). All flows from the Project ultimately discharge into the PVSD Lateral B, which is a regional drainage facility sized to handle the runoff from development in the PVMDP area including additional flows from the Project. Therefore, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite. Therefore, potential impacts would be **less than significant**. No further analysis of this issue is required.

c.iii) **Less than significant impact.** As described in *Section 6.10 c(ii)* above, the Project site is relatively flat, with the western portion of the Project site draining southerly to storm drains in Harley Knox Boulevard and the easterly portion of the Project site draining easterly towards storm drains in Indian Avenue, both of which ultimately discharge into PVSD Lateral B. (TEI-B, p. 7.) There are no drainage features such as streams or rivers currently mapped or present within the Project site. (USGS.) The Project would add roughly 21.9 acres of new impervious surfaces to the site (i.e., 953,964 square feet of roof and hardscape). (TEI-B, p. 11.)

As described in the Project Drainage Study and WQMP, with the addition of new impervious surfaces, the amount of runoff generated on the Project site would increase; however, the proposed Project would include onsite drainage improvements designed to accommodate these flows. All onsite flows will be conveyed to the proposed outfall structure then flows would discharge into the PVSD Lateral B. which is a regional drainage facility sized to handle the runoff from development in the PVMDP area including additional flows from the Project. Before runoff is discharged, to the PVSD Lateral B, it would be treated. As discussed in *Section 6.10 a*, the proposed Modular Wetlands Systems water treatment device would remove metals, trash, debris, total suspended solids, oil and grease prior to discharging into the PVSD Lateral B. (TEI-A, p. 21.) Runoff from landscaping along the northwesterly and northeasterly corner of the Project site and southerly side of the building would sheet flow offsite without being routed to the proposed chambers or bio treatment units; however, these landscaped areas are considered self-treating areas. (TEI-A, p. 7.) Pursuant to the statewide construction general permit, the Project would be required to implement an effective SWPPP for the control and minimization of

non-stormwater runoff that could adversely affect downstream waterbodies during construction. Construction of the Project is not expected to be significantly different or unique than a typical construction site. As such, standard BMPs, such as gravel bags, silt fencing, and fiber rolls, are anticipated to be adequate for the Project.

Thus, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would substantially 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. Therefore, potential impacts would be **less than significant**. No further analysis of this issue is required.

c.iv) **Less than significant impact**. According to the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA) (Panel No. 06065C1430H, effective Aug. 18, 2014), the western portion of the Project site is located in unshaded "Zone X – Other Flood Areas" and the easter portion of the Project site is located in "Zone D – Area of Undetermined Flood Hazard." Areas mapped as unshaded Zone X are areas determined to be outside the 500-year floodplain or areas with a 0.2 percent chance of annual flooding. Areas mapped Zone D are areas in which flood hazards are undetermined. (FEMA-2023, p. 449.) This means that flooding within Zone D is possible. Although flooding is possible within both Zone X or Zone D, neither of these zones are defined as special flood hazard areas by FEMA. (FEMA-2023, pp. 449–450.) Once constructed, the Project site would continue to drain to the existing storm drains along Harley Knox Boulevard and Indian Avenue, which ultimately conveys flows to the PVSD Lateral B which. (TEI-B, p. 2.) Thus, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which may impede or redirect flood flows. Therefore, potential impacts would be **less than significant**. No further analysis of this issue is required.

d) **Less than significant impact.** As discussed in *Section 6.10 c(iv)* above, no portion of the Project site is located within a FEMA mapped Special Flood Hazard Zone and, therefore, would not risk release of pollutants as a result of inundation of the Project site due to a flood. Additionally, the Project is not anticipated to store hazardous materials onsite so the risk of releasing pollutants due to Project inundation is low.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor and can result in an increased wave height and a destructive wave surge into low-lying coastal areas. Because tsunamis occur in coastal areas and the project is located approximately 39 miles southeast of the Pacific Ocean, inundation due to tsunami is unlikely (GE). The Project is not located within an identified tsunami zone.

A seiche occurs when a wave oscillates in lakes, bays, gulfs, or other enclosed bodies of water including water tanks due to seismic disturbances. According to the California Dam Breach Inundation Maps prepared by the state Department of Water Resources, Division of Safety of Dams, the only portion of the Project site within the Dam Inundation Zone for the Lake Perris Dam is a portion of the offsite area along Indian Avenue and Harley Knox Boulevard. The onsite portion of the Project site upon which the proposed warehouse would be constructed is outside of the Dam Inundation Zone. (DSOD.)

As such, the Project is not anticipated to result in the release of pollutants due to project inundation from flood, tsunami, or seiche. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

e) **Less than significant impact.** Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide construction general permit (i.e. SWPPP) and the Municipal Separate Storm Water Sewer System (MS4) Permit (i.e. WQMP). The Project would be conditioned to comply with these regulations as described in *Section 10a* above. Through compliance with said regulations, the Project would be consistent with the Santa Ana Regional Water Board Water Quality Control Plan. The Project is a planned component of an approved Specific Plan, underlain by soils with poor infiltration. Additionally, the Project site is located within the boundary of the West San Jacinto Groundwater Sustainability Agency which has prepared a Groundwater Sustainability Plan for the San Jacinto Groundwater Basin. The Groundwater Sustainability Plan has been approved by the Department of Water Resources on April 27, 2023. (GSP Determination.) The Project site is not a designated groundwater production or recharge site and is not slated to become one in the future. Therefore, development of the Project would not conflict or obstruct the intent of the Groundwater Sustainability Plan to manage groundwater resources in a way that facilitates long-term sustainable use of groundwater in the San Jacinto Groundwater Basin. (GSP, p. 3-1.) Through implementation of existing regulations related to water quality and groundwater management, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

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

References: Project Description. PVCCSP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

PVCCSP Standards and Guidelines applicable to individual environmental topics (e.g., air quality, cultural, and paleontological resources) have been identified in each individual section of the PVCCSP EIR. The PVCCSP and PVCCSP EIR do not include Standards and Guidelines or mitigation measures specifically related to land use and planning.

Explanation of Checklist Answers

a) **No impact.** The proposed Project site is vacant and undeveloped. The Project site area includes industrial uses to the north, south, and east of the Project site and vacant land zoned for industrial uses to the west of the Project site. The planned land uses in the vicinity of the proposed Project site have PVCCSP land use designations of General Industrial. Rather than dividing a community, the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. (PVCCSP, pp. 1.0-1–1.0-2.) Therefore, the proposed Project would be consistent with the surrounding land uses and **no impact** would occur with regard to the division of an established community. No further analysis of this issue is required.

b) **Potentially significant impact.** The proposed Project site is located within the City and within the PVCC area. Thus, land use is guided by both the City of Perris General Plan and the PVCCSP. The proposed Project includes a warehouse/distribution facility, which would be consistent with the PVCCSP General Industrial (GI) land use designation. Inconsistency with an applicable policy from the City of Perris General Plan, the PVCCSP, and Connect SoCal - the Southern California Associated Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy that have been adopted for the purpose of avoiding or mitigating an environmental effect could result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

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

References: GP EIR, COR GP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to mineral resources included in the PVCCSP or associated PVCCSP EIR.

Explanation of Checklist Answers

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

b) **No impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan (GP EIR, p. VI-28). Therefore, **no impact** would occur. No further analysis of this issue is required.

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

References: Project Description, ALUC-B

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines applicable to the Project in terms of airport noise impacts. These Standards and Guidelines summarized below.

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

- All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate sound levels.

The Project would also be required to comply with PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4** to reduce potential noise impacts during construction.

Explanation of Checklist Answers

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

b) **Potentially significant impact.** During construction and operation activities, the Project may generate excessive groundborne vibration or groundborne noise levels. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** As identified in *Section 6.9(e)* above, the proposed Project site is located approximately 5 miles northwest of the Perris Valley Airport and Skydiving Center, a private airport, and approximately 0.30 mile southeast of March ARB/IPA. The Project site is located within the March ARB/IPA ALUCP Zone A, Zone B1, and Zone B2 where portions of the Project site may be exposed to noise impacts from March ARB/IPA. Therefore, the Project may result in a **potentially significant impact**. This topic will be further analyzed and addressed in a forthcoming EIR.

6.14 Population and Housing	*Potentially Significant Impact*	*Less Than Significant With 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 the extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: COR GP EIR-A, DOF-A, SCAG

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to population and housing resources included in the PVCCSP or associated PVCCSP EIR.

Explanation of Checklist Answers

a) **Less than significant impact.** In 2022, the City's population was approximately 80,263 residents (DOF-A). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 116,700 by the year 2040 (SCAG, p. 27). However, the proposed Project does not involve construction of any new homes and would not contribute to a direct increase in the City's population. The proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation. Project is projected to create approximately 542 jobs.[11] (COR GP EIR-A, p. 3). However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the Project vicinity and that the Project would not attract a significant amount of new residents to the City.

The creation of jobs and necessary infrastructure to support the land uses proposed in the PVCCSP were already addressed and analyzed in the previous PVCCSP EIR. Therefore, construction and operation of the proposed Project would not significantly induce substantial unplanned population growth either directly or indirectly. Thus, implementation of the proposed Project would not substantially introduce unplanned population growth in an area, either directly or indirectly. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

b) **No impact.** The Project site is currently. Hence, no housing units would be displaced as a result of Project construction. Moreover, the PVCCSP land use designation for the Project site is

11. Based on employment projection factor of 1,030 employees per square foot for Light Industrial Uses and 600 employees per square foot for business Park/Professional Office.
(539,786 square feet / 1030 employees per square foot + 10,000/600= 542 employees)

General Industrial. As such, this area is not intended to provide housing within the City. Therefore, the Project would not displace substantial numbers of existing people. Therefore, **no impact** would occur**.** No further analysis of this issue is required.

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

References: ACFR, GP SE, CIP 2023,PMC, GP EIR, VVUSD, PVCCSP IS

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to public services. The PVCCSP Standards and Guidelines relevant to the analysis of impacts to public services summarized below are incorporated as part of the proposed Project and assumed in the analysis presented in this section.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.1 Crime Prevention Measures

Development projects should take precautions by installing on-site security measures...Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

- Sensored lights that automatically operate at night.
- Installation of building alarm, fire systems, and video surveillance.
- Special lighting to improve visibility of the address.
- Graffiti prevention measures such as vines on wall and anti-graffiti covering.
- Downward lighting through development site.

Off-Site Design Standards and Guidelines (from Chapter 5.0 of the PVCCSP)

5.4 Off-Site Infrastructure Standards

All water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department.

Explanation of Checklist Answers

a) **Less than significant impact.** The City provides fire protection by contract with the Riverside County Fire Department. Under the Riverside County Fire Department, the City receives services from five (5) fire stations, which ensure adequate coverage and timely response to all parts of the City. (GP SE, p. 21.) The fire station closest to the Project site is the North Perris Fire Station No. 90 is located at 333 Placentia Avenue, approximately 2.6 miles southeast of the proposed Project site. (GE, GP SE, p. 21). Due to its proximity to Fire Station 90, is expected to provide the first response to the proposed Project. Perris Municipal Code (PMC) Section 19.68.020 – Development Impact Fees (DIF), establishes a developer impact fee to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. Thus, compliance with PMC Section 19.68.020 through payment of DIF would offset potential impacts to the local fire department. Thus, implementation of the Project would not result in substantial physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities; the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the Project would result in a **less than significant impact.** No further analysis of this issue is required.

b) **Less than significant impact.** The City provides police protection through a contract with the Riverside County Sheriff's Office (GP SE, p. 10.) The Perris police station is located at 137 North Perris Boulevard, approximately 4.8 miles south of the Project site. As stated in *Section 6.14(a),* PMC Section 19.68.020 – Development Impact Fees, establishes DIF to mitigate the cost of public facilities to serve new development. As such, through compliance with PMC Section 19.68.020, payment of DIF would offset potential impacts to the local police department. Thus, the Project would not result in substantial physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities; the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the Project would result in a **less than significant impact.** No further analysis of this issue is required.

c) **Less than significant impact.** The proposed Project site is located within the boundaries of the Val Verde Unified School District (VVUSD). The VVUSD consists of twenty-two (22) schools serving over 20,000 students from preschool through high school. There are 4 high schools, 4 middle schools, 12 elementary schools, 1 preschool, 1 virtual/SSA, and 1 adult school. The district boundary is bisected by Interstate-215 and generally extends from Van Buren Boulevard on the north to Orange Avenue on the south, and Gavilan Road on the west to Lake Perris on the east. The district serves students from the Cities of Perris and Moreno Valley, as well as the unincorporated area of Mead Valley.

The proposed Project would not directly create a source of school-aged children, as the Project does not propose any residential land uses. It may indirectly affect schools by providing a source of employment that may draw new residents into the area. However, potential impacts to

VVUSD facilities would be offset through the payment of impact fees to the VVUSD prior to the issuance of a building permit. This fee is subject to change and the applicable fees, at time of building permit issuance would offset potential impacts to the local schools. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. Therefore, the Project would result in a **less than significant impact.** No further analysis of this issue is required.

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

e) **Less than significant impact.** The proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. The City of Perris contracts with the Riverside County Public Library System to provide library services at Perris Branch Library located at 163 E. San Jacinto Boulevard, approximately 4.9 miles southeast of the proposed Project site (GE, GP EIR, p. IV-107). As mentioned in *Section 6.15(a)* above, the Project would be required to comply with PMC Section 19.68.020 – Development Impact Fees, which requires the payment of appropriate developer impact fees that would be used to construct new library facilities or expand existing library facility subsequent to increase demand. Hence, development of the proposed Project would not result in the construction of new or expanded library facilities. The nearest emergency medical service available to the proposed Project area is the Kaiser Permanente in Moreno Valley, approximately 3.9 miles northeast of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise (GP EIR, p. IV-93). Hence, development of the proposed Project would not result in the construction of new or expanded medical facilities.

The City's Five-year Capital Improvement Program (CIP) that gets adopted annually, has committed approximately 33 million in funding for transportation, parks, community facilities, and other projects. (ACFR, p. iv). The CIP program includes the Annual Slurry Seal and Street and Grind Overlay Program funded by Road Maintenance and Rehabilitation Account, Measure A, State Grants, Gas tax, and Development Impact fees (DIF). (CIP 2023, p. S-2).The Annual Slurry Seal and Street and Grind Overlay Program maintains all City-owned roads. Future Project-related truck traffic would be traveling approximately 1.7 miles from the Project site to the Harley Knox /I-215 interchange. The trucks would travel on Harley Knox Boulevard and Indian Avenue, City-owned roads that are currently being maintained by the City. As part of the Project, one additional lane would be added on Indian Avenue along the Project's frontage. Once constructed, this new lane would be maintained by the City's established street

maintenance program. The additional area that would require new future maintenance would not result in a significant environmental effect. Due to the size and weight of large trucks, more frequent street maintenance would likely be required. However, because the City already has a maintenance program in place, more frequent maintenance of less than two miles of City streets would not result in substantial physical impacts. Therefore, potential impacts would be less than significant.

Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. Therefore, the Project would result in a **less than significant impact.** No further analysis of this issue is required.

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

References: PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to recreation. The PVCCSP Standards and Guidelines relevant to recreation summarized below are incorporated as part of the proposed Project and assumed in the analysis presented in this section.

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2.1.4 Employee Break Areas and Amenities

- An outdoor break area should be provided at each office area location.
- Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails, and recreational facilities.
- Site design should consider pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

EXPLANATION OF CHECKLIST ANSWERS

16a. **Less than significant impact.** The Project is proposed to operate as a warehouse and does not include any residential component that could create a direct increase in the use of public recreational facilities. Although the proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that the majority of jobs would be filled by individuals already residing in the Project vicinity. Indirect impacts to park facilities would be offset through payment of Development Impact Fees (DIF) as identified required by PMC Section 19.68.020 – Development Impact Fees. DIF is used to construct new recreational facilities or expand or replace existing recreational facilities subsequent to increase demand. Therefore, payment of DIF would reduce potential impacts to existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated. Therefore, the Project would result in a **less than significant impact**. No further analysis of this issue is required.

16b. **Less than significant impact.** Consistent with the PVCCSP, the Project includes outdoor employee amenities. Two outdoor patio areas are proposed at each office area location: one patio area adjacent to the southwestern office and another patio area near the southeastern office area. Future tenants would provide indoor employee amenity areas. As such, the proposed Project would provide its own amenities but is not a use that would induce the construction or expansion of new recreational facilities. The proposed Project may indirectly affect public recreational facilities by creating new jobs in the area which may draw new residents to the area, although it is anticipated that the majority of jobs will be filled by individuals already residing in the Project vicinity. However, incremental indirect impacts to park facilities would be offset via payment of applicable DIF outlined in PMC Section 19.68.020 - Development Impact Fees. Thus, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Because the proposed Project has been designed to be in compliance with the PVCCSP and would provide employee amenities, including an outdoor break area, then incremental indirect impacts to park facilities would be offset via payment of applicable Recreational Facilities DIFs. Therefore, the Project would result in a **less than significant impact**. No further analysis of this issue is required.

6.17 Transportation	*Potentially Significant Impact*	*Less Than Significant With 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?	☒	☐	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

References: GP SE, Project Description, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP Standards and Guidelines summarized below relevant to the analysis of transportation/traffic presented in this Initial Study are incorporated as part of the proposed Project as such, they are assumed in the analysis presented in this section.

Onsite Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.2.3 Pedestrian Access and On-Site Circulation

- Avoid Conflicts Between Pedestrian and Vehicular Circulation. Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages.
- Primary Walkway. Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.
- Pedestrian Linkages to Public Realm. A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

The proposed Project would be required to adhere to PVCCSP EIR mitigation measures MM Trans 1 through MM Trans 8. The following mitigation measures from the PVCCSP EIR are assumed in the analysis presented in this section.

MM Trans 1: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.

MM Trans 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Explanation of Checklist Answers

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

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

c) **Less than significant impact.** No sharp curves or other hazardous traffic conditions currently exist within the Project vicinity or on the Project. The proposed Project would be required to comply with all applicable City development standards and policies for providing pedestrian walkways and applicable bike lanes (if required) so as not to conflict with vehicular circulation. The Project would also include the improvement of roadways, which include safety and operational improvements to ensure the geometric roadway designs comply with all intersection sight distance requirements and are designed for safety. In compliance with PVCCSP EIR mitigation measures **MM Trans 1** and **MM Trans 2,** improvements related to on-site roadway design and safety would be reviewed by City staff and implemented to ensure adequate sight distance be provided at each Project access location. The proposed warehouse/distribution facility would be consistent with the on-site and surrounding land use and zoning designations, and as such implementation of the Project would not introduce incompatible uses to the Project area. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

d) **Less than significant impact.** The proposed Project would be required to comply with all applicable fire code and City Fire Department requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Further, the Project would be required to comply with the City's General Plan Safety Element. Prior to any site development or future project approvals, all plans would be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements. Thus, the Project would not result in result in inadequate emergency access because it would be required to comply with applicable fire codes. Therefore, because implementation of the proposed Project would not result in inadequate emergency access, potential impacts would be **less than significant.** No further analysis of this issue is required.

6.18 Tribal Cultural Resources	*Potentially Significant Impact*	*Less Than Significant With 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), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

References: GP CE, Project Description

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to tribal cultural resources.

Developments within the PVCC area are required to adhere to PVCCSP EIR mitigation measures MM Cultural 1, MM Cultural 2, MM Cultural 3, MM Cultural 4, and MM Cultural 6. A *Phase I Cultural Resources Survey* dated November 18, 2024, was prepared by BFSA Environmental Services. By preparing the *Phase I Cultural Resources Survey*, the Project has complied with PVCCSP EIR mitigation measure **MM Cultural 1** (see *Section 6.5, Cultural Resources*).

Explanation of Checklist Answers:

a.i) **Less than significant with mitigation incorporated.** As discussed in *Section 5b* above, there are no items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the Project site. Further, the Project site is currently vacant.

Nonetheless, there is always the potential that previously unidentified archaeological resources may be discovered during ground disturbance. With implementation of Project-specific

mitigation measures **MM CR-1** and **MM CR-2** as described in *Section 5b* and *Section 5c* above, potential impacts to tribal cultural resources would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

a.ii) **Less than significant with mitigation incorporated.** As of July 1, 2015, Assembly Bill (AB) 52, signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes:

- Prescribed notification and response timelines
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures
- Documentation of all consultation efforts to support CEQA findings

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On August 30, 2022, the City provided notification to the following five tribes in accordance with AB 52: the Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Pechanga Band of Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians. The City did not receive a request for consultation from the Agua Caliente Band of Cahuilla Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians within 30 days following notification. The Morongo Band of Mission Indians and the Pechanga Band of Indians requested consultation. The City consulted with the Pechanga Band of Indians on September 28, 2022. The City was not able to schedule a consultation meeting with the Morongo Band of Mission Indians.

On March 11, 2025, the City re-initiated contact with the Pechanga Band of Indians and the Morongo Band of Mission Indians due to an expansion of the Project site boundary. This expansion included a previously developed area southeast of the originally proposed site that was not part of the initial AB 52 consultation letter sent on August 30, 2022. The City conducted follow-up consultation with the Pechanga Band of Indians on April 8, 2025. The Morongo Band of Mission Indians did not respond to the City's March 2025 correspondence. The City has concluded AB 52 consultation for the Project.

Although no tribal cultural resources have been identified on or near the Project site, as a result of AB52 consultation, Project-specific mitigation measures **MM CR-1** and **MM CR-2**, as described in *Section 5b* and *Section 5c* above, would be implemented to ensure that potential impacts to tribal cultural resources would be **less than significant with mitigation incorporated**. No further analysis of this issue is required.

6.19 Utilities and Service Systems	*Potentially Significant Impact*	*Less Than Significant With 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

References: CAL-B, CAL-C, MWD, PVCCSP EIR, PVWRF, GP CE, TEI-A, USEPA, UWMP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standards and Guidelines or PVCCSP EIR mitigation measures related to the analysis of utilities and service systems presented in this Initial Study.

Explanation of Checklist Answers:

a) **Less than significant impact.** The Project includes construction of an on-site network of water, sewer, storm drain, electric, and gas. Currently there are existing water lines, sewer lines, telecommunications, and electrical lines adjacent to the Project site in Harley Knox Boulevard and Indian Avenue. Like the previous use, the Project would connect to these existing facilities. Additionally, the Project would underground existing electrical facilities.

The closest existing storm drain facilities to the Project site are the PVSD Channel, Lateral B, a Riverside County Flood Control and Water Conservation District Facility adjacent to the northerly Project boundary line and an 18-inch diameter City of Perris Storm Drain located to the south of the Project site, in Harley Knox Boulevard. The Project site is tabled to discharge to the existing northerly PVSD Channel, Lateral B. (TEI-A, p. 2). Accordingly, no new offsite infrastructure is required.

Therefore, the proposed Project would not cause significant effects with regard to the construction of water, sewer, storm water drainage, electrical power, natural gas, or telecommunications facilities and potential impacts would be **less than significant**. No further analysis of this issue is required.

b) **Less than significant impact.** In compliance with Sections 10910–10915 of the California Water Code (commonly referred to as "Senate Bill [SB] 610" according to the enacting legislation), a Water Supply Assessment was prepared for the PVCCSP to assess the impact of development allowed by the PVCCSP on the EMWD's existing and projected water supplies. The EMWD approved this Water Supply Assessment in July 2011. According to the PVCCSP Water Supply Assessment, based on the PVCCSP land use designations, at buildout, the PVCCSP is anticipated to have a projected water demand of 2,671.5 acre-feet per year and determined that there would be sufficient water supplies to serve the future development within the PVCC area.

Recently, the EMWD adopted its updated 2020 Urban Water Management Plan, which contains more accurate projections for water supply and ability to serve the proposed Project area. The 2020 Urban Water Management Plan details the reliability of the EMWD's current and future water supply. The EMWD has four sources of water supply: imported water from The Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (UWMP, p. 3-3). The EMWD has several planned projects that would increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including increasing local groundwater banking through the Enhanced Recharge and Recovery Program, expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of an Integrated Resource Plan. (UWMP, p. 7-12.) Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs and an innovative tiered pricing structure. (UWMP, p. 7-12.)

In 2020, approximately 50 percent of the EMWD's total retail supply was imported from the MWD (UWMP, p. 6-2). The MWD also prepared a Regional Urban Water Management Plan and Integrated Water Resource Plan to detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the State Water Project and potential impacts due to climate change and drought. Based on the information provided in the MWD's 2020 Urban Water Management Plan, the MWD has sufficient supply capabilities to meet. the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry and historic multiple-dry year conditions. (MWD, p. ES-5-ES-6.)

The EMWD determined that it would be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing and future demands. Therefore, it can be concluded that there are sufficient water supplies available to serve the proposed Project, which is consistent with the land use assumptions of the PVCCSP for industrial uses, from the EMWD's existing entitlements and resources as set forth in its 2020 Urban Water Management Plan and the MWD's 2020 Urban Water Management Plan. Therefore, because the proposed Project is consistent with the land use designation for the site that was assumed in the most recent Urban Water Management Plan, the EMWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Thus, potential impacts to water supplies would be **less than significant**. No further analysis of this issue is required.

c) **Less than significant impact.** Wastewater generated by the Project would be treated at the EMWD's Perris Valley Regional Water Reclamation Facility. The Perris Valley Regional Water Reclamation Facility is the largest of its four (4) wastewater treatment operating plants. The Perris Valley Regional Water Reclamation Facility receives 128 million gallons per day of sewage. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural, sports fields, parks, and landscape customers. The facility has an ultimate capacity of 100 million gallons per day. This facility allows the EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. The facility also includes two 300 kilowatt fuel cells powered by methane gas from three anaerobic sludge digesters. Those methane-gas powered fuel cells provide approximately 30 percent of the power needed to run the facility, significantly reducing the EMWD's reliance on the region's power grid and stabilizing future energy costs. In addition, the facility has a 1 megawatt (1,000 kilowatts) solar array that has reduced electrical energy needs for the plant. As such, this facility has the ability to meet the current and future demands of the region as well as help to meet the increasing demand for recycled water throughout the EMWD's service area. (PVRWRF).

Development associated with the PVCCSP, of which the Project is a part, would result in an increase in the amount of wastewater generated within the EMWD's service area. The PVCCSP is anticipated to generate approximately 5,316,295 gallons (5.3 million gallons per day) of wastewater per day to be treated at the Perris Valley Regional Water Reclamation Facility at build-out. (PVCCSP EIR, p. 4.11-27.)

As of 2021, the Perris Valley Regional Water Reclamation Facility accepts approximately 15.5 million gallons per day but has an ultimate treatment capacity of 100 million gallons per day (PVRWRF). Thus, the total demand from the PVCCSP represents approximately 5.3 percent of the current Perris Valley Regional Water Reclamation Facility capacity. A portion of the current wastewater treated at the Perris Valley Regional Water Reclamation Facility consists of diversions from elsewhere in EMWD's service area. Therefore, because the EMWD's wastewater diversions are operational decisions and because there is sufficient capacity in the EMWD's other wastewater treatment facilities to accommodate additional wastewater flows, overall the EMWD has sufficient capacity to treat the wastewater generated by the PVCCSP.

Based on the wastewater generation factor of 1,700 gallons per day per acre for General Industrial PVCCSP land use designations applied in the PVCCSP EIR, the Project's proposed development of a warehouse/distribution facility on the approximately 25.10-gross-acre Project site would generate approximately 42,721 gallons per day (0.043 million gallons per day) of wastewater that would be treated at the Perris Valley Regional Water Reclamation Facility. As such, the proposed Project's wastewater generation represents less than one percent of the PVCCSP's total estimated wastewater generation (5.3 million gallons per day).

Since the proposed Project consists of construction and operation of a warehouse/distribution facility, it is consistent with the land use designation in the PVCCSP and the wastewater generation analysis assumptions used for the PVCCSP EIR and would not result in impacts greater than those analyzed in the PVCCSP EIR. Therefore, implementation of the proposed Project would have a **less than significant impact** on the EMWD's ability to treat wastewater

and would not contribute significantly to require construction or operation of new or expanded wastewater facilities. No further analysis of this issue is required.

d) **Less than significant impact.** Trash, recycling, and green waste services within the City are provided by CR&R Environmental Services. Solid waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 6.3 miles south of the Project site. At this facility, recyclable materials are separated from solid waste materials. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. (GP CE, p. 38.) Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill (33-AA-0006) on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 5,000 tons per day (tpd) and remaining total capacity of 7,800,000 tons; or (2) the El Sobrante Landfill (33-AA-0217) on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd and remaining total capacity of 143,977,170 tons. (CAL-B; CAL-C.)

Construction-Related Solid Waste

Overall, construction associated with Projects within the PVCC area is anticipated to generate approximately 104,671 tons of construction-related solid waste over a 20-year buildout period. Therefore, given the limited contribution of solid waste during an extended construction period, the PVCCSP EIR concluded that construction within the PVCC area would have a less than significant contribution to the exceedance of the permitted capacity of the designated landfills.

Based on the U.S. EPA's construction waste generation factor for light industrial projects of 3.89 pounds per square foot, the proposed building of 549,786 square feet would generate approximately 1,069 tons of construction-related solid waste (EPA, p. 2-3). This represents approximately one percent of the total estimated construction-related waste to be generated by development of allowed PVCCSP uses, which was determined to be able to be accommodated by the landfills serving the City. Additionally, CalGreen Code Section 5.408 requires projects requiring local construction permits to prepare a waste management plan to divert from landfill at least 65 percent of the construction and demolition materials generated from the site, which would reduce approximately 694.85 tons of Project construction solid waste being disposed of in a landfill. (CALGreen Code.) Through compliance with CalGreen Code, Section 5.408, the Project would generate approximately from 374.15 tons of construction-related solid waste that would be of in a landfill. Therefore, the disposal of construction-related solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.

Operational Solid Waste

The PVCCSP EIR estimates that operation of future development under the Specific Plan would generate approximately 544,049 tons per year of solid waste, which was determined to be approximately 11 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills. The PVCCSP EIR concludes that, with development under the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of these landfills.

Based on the California Department of Resources, Recycling and Recovery (CalRecycle) operational solid waste disposal factor of 0.0108 ton per square foot per year for the Light Industrial PVCCSP land use designation applied in the PVCCSP EIR, the Project's 549,786

square feet of proposed industrial warehouse/distribution uses would generate approximately 5,937 tons per year of solid waste requiring landfill disposal. This represents approximately one percent of the estimated annual operational solid waste stream for development of allowed PVCCSP uses, which was determined to be accommodated by the landfills serving the City. Therefore, consistent with the findings of the PVCCSP EIR, the disposal of operational solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills and there would be a less than significant impact.

The proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs since the Badlands and El Sobrante Landfills have the capacity to support the construction and operational waste expected from the Project. Therefore, potential impacts would be **less than significant.** No further analysis of this issue is required.

e) **Less than significant impact.** Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Environmental Services to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan. The County of Riverside adopted its *Countywide Integrated Waste Management Plan* in 1998. The Countywide Integrated Waste Management Plan includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each city in Riverside County.

Additionally, the California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. By 2004, the City of Perris achieved a 51 percent waste diversion rate. The City of Perris' Municipal Code Section 7.44.050 requires that project construction divert a minimum of 50 percent of construction and demolition debris. Also, Section 7.44.060 requires the submittal of a waste management plan. In addition, the 2022 CalGreen Code requires to divert 65 percent of construction waste. Therefore, because the proposed Project would be required to comply with all regulatory requirements, potential impacts to solid waste would be **less than significant.** No further analysis of this issue is required.

6.20 Wildfire	*Potentially Significant Impact*	*Less Than Significant With 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?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

References: CALFIRE, GP SE

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to wildfire. Standards and Guidelines relevant to the analysis of wildfire impacts presented in this Initial Study include:

General Plan Safety Element

- Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.
- Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.
- Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
- Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.

- Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

- Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

Weed Abatement (Section 7.08.045.)

- Property subject to abatement shall be cleared of all vegetation and rubbish. The property shall be free of fire hazard nuisances including dry or dead grasses, shrubbery or trees, and combustible refuse and waste or any material growing that may in reasonable probability constitute a fire hazard. The property shall be free of rubbish and vegetation which would hamper or interfere with the prevention or suppression of fire.

Explanation of Checklist Answers:

a-d) **No impact.** The Project site is not located within or near a State Responsibility Area very high fire, high or moderate hazard severity zone and the Project site is generally flat with no steep slopes located on or adjacent to the affected lands that would exacerbate wildfire risk (i.e., from upslope winds). No other natural features are present onsite that would exacerbate wildfire risks. Therefore, **no impact** would occur. No further analysis of these issues is required.

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

References: Initial Study Checklist

Explanation of Checklist Answers

a) **Potentially significant.** As discussed above under Biological Resources, a forthcoming EIR will address impacts associated with the potential for listed species to be present at the Project site, as well as discuss consistency with the MSHCP, which is designed to conserve covered species and habitat in western Riverside County and address the overall prevention of biological degradation in the Project area.

As discussed in *Section 6.5a,* there are no known historic resources at the Project site or in the Project's study area. As discussed in *Section 6.5b,* none of the 27 previously recorded cultural resources within a one-mile radius of the Project site were recorded or found on the proposed Project site. Further, the site has been previously disturbed, and it is highly unlikely that any cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, Project-specific mitigation measures **MM CR 1 and MM CR 2** set forth in *Section 6.5* shall be implemented to reduce potential impacts to important examples of California history or prehistory to a less than significant level. Because these impacts would be less than significant, this issue will not be addressed further in a forthcoming EIR.

b) **Potentially significant impact.** The proposed Project is being developed according to the PVCCSP and is an allowed use under the site's PVCCSP Light Industrial land use designation. The PVCCSP EIR determined that development pursuant to the PVCCSP would result in several

cumulatively considerable impacts (Perris 2011, p. 5.0-13). In particular, analysis contained in the PVCCSP EIR determined that construction associated within the PVCC may have cumulatively significant impacts in the following areas:

- Air Quality: Emissions generated by the overall PVCCSP area would exceed the SCAQMD's recommended thresholds of significance;
- Noise: Development in the overall PVCCSP area would result in substantial increases in the ambient noise environment at Project buildout;
- Transportation: Potential cumulative impacts to I-215, which is consistent with the findings in the City of Perris' General Plan.

As demonstrated by the analysis in this Initial Study, the Project would not result in any impacts that are individually limited, but cumulatively considerable with respect to aesthetics, cultural resources, geology, hazards and hazardous materials, hydrology, land use, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities, and wildfires. The Project is consistent with local and regional plans with respect to these topics and adheres to all other land use plans and policies that have jurisdiction over the Project site. Further, the Project is not considered growth-inducing as defined by CEQA Guidelines Section 15126.2(d) and would not induce, either directly or indirectly, population and/or housing growth.

A forthcoming EIR will address cumulative impacts to air quality, noise and transportation per the PVCCSP EIR determination stated above. In addition to those, an EIR will also address cumulative impacts associated with agricultural and forestry resources, biological resources, energy, greenhouse gas emissions, and land use and planning.

As such, the cumulative impacts associated with these issues may result in a **potentially significant impact**. These cumulative impacts will be further analyzed and addressed in a forthcoming EIR.

c) **Potentially significant impact.** The Project involves the construction and operation of a warehouse building, which would attract additional traffic to the area. This may contribute to an exceedance of South Coast AQMD thresholds for air quality and pose a threat to human health. Likewise, noise impacts associated with construction and operation of the proposed Project have the potential to affect cause adverse effects on human beings. Therefore, the Project may have a **potentially significant impact**. These topics will further analyzed and addressed in a forthcoming EIR.

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