Draft Environmental Impact Report
First Industrial Logistics at Harley Knox and Indian

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

Prepared for

City of Perris

December 2025

Draft Environmental Impact Report

First Industrial Logistics at Harley Knox and Indian Project

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

Perris, California

SCH No. 22025051368

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Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB-32	The California Global Warming Solutions Act of 2006
AB-52	Assembly Bill 52
AB-939	California Integrated Waste Management Act
ACBCI	Agua Caliente Band of Cahuilla Indians
ACT	Advanced Clean Trucks
ADA	Americans with Disabilities Act
ADP	Area Drainage Plan
ADT	Average Daily Traffic
AFY	Acre Feet Per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zones
ALUC	Airport Land Use Commission
AMI	Advanced Metering Infrastructure
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
AOZ	Airport Overlay Zone
APN	Assessor’s Parcel Number
APZ	Accident Potential Zone
APZ-1	Accident Potential Zone I
APZ-2	Accident Potential Zone II
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ASF	Age Specific Factor
ASHRAE	American Society of Heating, Refrigeration, and Air Conditioning Engineers
BACT	Best Available Control Technology
Basin	South Coast Air Basin
BAU	Business-as-usual
BMP	Best Management Practices
BP	Before Present
BPO	Business Professional Office
Btu	British thermal units
BUOW	Burrowing Owl
C	Commercial
CAA	Federal Clean Air Act
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy

Cal/ARP	California Emergency Management Agency's Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
Cal EPA	California Environmental Protection Agency
Cal Fire	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CalTrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CARE CA	Californians Allied for a Responsible Economy
CASGEM	California Statewide Groundwater Elevation Monitoring
CBC	California Building Code
CBSB	California Building Standards Commission
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDF	California Department of Forestry and Fire Protection
CDFW	California Department of Fish and Wildlife
CDMV	Department of Motor Vehicles
CEAP	Community Energy Action Plan
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CF_4	Perfluoromethane
CFC	California Fire Code
CFCs	Chlorofluorocarbons
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geological Survey
CH_4	Methane
CHP	Combined Heat and Power
CHRIS	California Historical Resource Information System
CIWMB	California Integrated Waste Management Board
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	CO_2-equivalents
COG	Council of Governments
CPUC	California Public Utilities Commission

CREC	Controlled Recognized Environmental Conditions
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Federal Clean Water Act
CY	Cubic Yards
CZ	Clear Zone
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel
Bcf	Billion Cubic Feet
DBESP	Determination of Biologically Equivalent or Superior Preservation
DC	Design Conditions Report
DCV	Design Capture Volume
DGE	Diesel Gallons Equivalent
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fees
DNL	Day-Night Average Noise Level
DOC	Department of Conservation
DOE	U.S. Department of Energy
DOGGR	Division of Oil, Gas, and Geothermal Resources
DOPP	Database of Proposed Projects
DOT	Department of Transportation
DBR	Daily Breathing Rate
DPM	Diesel Particulate Matter
DPR	Development Plan Review
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
ED	Exposure Duration
EG	Electric Generation
EIC	Eastern Information Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EISA	Energy Independence and Security Act
EMWD	Eastern Municipal Water District
EOR	Enhanced Oil Recovery
EPA	Environmental Protection Agency
EPCA	Federal Energy Policy and Conservation Act
ESA	Endangered Species Act
EV	Electric Vehicles
EVSE	Electric Vehicle Supply Equipment
FAA	Federal Aviation Administration
FAH	Fraction of Time at Home
FAR	Federal Aviation Regulations

FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPEIR	Final Program Environmental Impact Report
FRA	Federal Railroad Administration
FRAP	Fire and Resources Protection
FTA	Federal Transit Administration
FT	Feet
GGE	Gross Gasoline Equivalents
GHG	Greenhouse Gas
GI	General Industrial
GIS	Geographic Information System
GMZ	Groundwater Management Zone
GP 2030	Perris Comprehensive General Plan 2030
GP 2030 EIR	Perris Comprehensive General Plan EIR
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plan
GWh	Million Kilowatt-Hours
GWMP	Groundwater Management Plan
GWP	Global Warming Potential
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAPs	Hazardous Air Pollutants
HC	Hydrocarbons
H&C	Health and Safety Code
HCOC	Hydrologic Condition of Concern
HCP	Habitat Conservation Plan
HDV	Heavy Duty Vehicle
HFCs	Hydrofluorocarbons
HMTA	Hazardous Materials Transportation Act
HMTUSA	Hazardous Materials Transportation Uniform Safety Act
HP	Horse Power
HRA	Health Risk Assessment
HRECs	Historical Recognized Environmental Conditions
HSC	Health and Safety Code
HSJ	Hemet/San Jacinto Ground Water Management Plan
HSWA	Hazardous and Solid Waste Amendments
HVAC	Heating, Ventilation, and Air Conditioning
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
HVLP	High Velocity-Low Pressure

HWCL	Hazardous Waste Control Law
IBC	International Building Code
IPA	Inland Port Airport
IPCC	Intergovernmental Panel on Climate Change
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Traffic Engineers
JPR	Joint Project Review
kWh	Kilowatt-Hour
kBtus	kilo-British thermal units
Lb	Pound
LBs/SF	Pounds per Square Foot
LCFS	Low Carbon Fuel Standards
LDMF	Local Development Mitigation Fee
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
L_{eq}	Equivalent Continuous Sound Level
LI	Light Industrial
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
LUCP	Land Use Compatibility Plan
LRTS	Long Range Transportation Study
MARB	March Air Reserve Base
MARB/IPA	March Air Reserve Base/Inland Port Airport
MARB/IPA LUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MDP	Master Drainage Plan
MEP	Maximum Extent Practicable
MGD	Million Gallons Per Day
MHMP	County of Riverside Multi-Jurisdictional Hazard Mitigation Plan
MICR	Maximum Individual Cancer Risk
MLD	Most Likely Descendent
MM	Mitigation Measure
MPOs	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MTA	Metropolitan Transportation Authority
$MTCO_2E$	Metric Tons of CO_2E
MWD	Metropolitan Water District of Southern California

MY	Model Years
NAAQS	National Ambient Air Quality Standards
n/a	Not applicable
NAHC	Native American Heritage Commission
NAS	National Academy of Sciences
NCCP	Natural Communities Conservation Plan
NEPA	National Environmental Policy Act
NGV	Natural Gas Vehicles
NH4NO3	Ammonium Nitrate
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOx	Oxides of Nitrogen
NOP	Notice of Preparation
NRHP	National Register of Historic Places
NWS	National Weather Service
O_3	Ozone
OCP	Organochlorine Pesticides
OEHHA	Office of Environmental Health and Hazard Assessment
OPC	Ocean Protection Council (California)
OPR	Governor's Office of Planning and Research
OS	Open Space
OSHA	U.S. Department of Labor's Occupational Safety and Health Administration
PA 1	Planning Area
PAH	Polycyclic Aromatic Hydrocarbons
Pb	Lead
PCE	Passenger Car Equivalence
PEL	Permissible Exposure Limit
PEV	Plug-in Electric Vehicle
PG&E	Pacific Gas & Electric
Phase I ESA	Phase I Environmental Site Assessment
PQP	Public/Quasi-Public
PM	Atmospheric Particulate Matter
PM-2.5	Particulate Matter less than 2.5 microns in diameter
PPV	Peak Particle Velocity
PM-10	Particulate Matter less than 10 microns in diameter
PRC	Public Resources Code
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PV	Photovoltaic

PVC	Perris Valley Channel
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP EIR	Perris Valley Commerce Center Specific Plan Environmental Impact Report
PVCCSP IS	Perris Valley Commerce Center Specific Plan Initial Study
PVL	Perris Valley Rail Line
PVSD	Perris Valley Storm Drain
PWQMP	Preliminary Water Quality Management Plan
QSD	Qualified Stormwater Pollution Prevention Plan Developer
RBOB	Reformulated Gasoline Blendstock for Oxygenate Blending
RCA	Western Riverside County Regional Conservation Agency)
RCALUC	Riverside County Airport Land Use Commission
RCALUCP	Riverside County ALUCP
RCB	Reinforced Concrete Box
RCDEH	Riverside County Department of Environmental Health
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCHCA	Riverside County Habitat Conservation Agency
RCLS	Riverside County Library System
RCNM	Roadway Construction Noise Model
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff’s Department
RCTC	Riverside County Transportation Commission
RCDWR	Riverside County Department of Waste Resources
RCGP EIR	Riverside County General Plan Environmental Impact Report
REC	Recognized Environmental Conditions
REL	Reference Exposure Level
RFD	Riverside Fire Department
RFS	Renewable Fuel Standard
RMS	Root Mean Square
ROG	Reactive Organic Gases
ROW	Right of Way
RPS	Renewable Portfolio Standard
RSHA	Regional System of Highways and Arterials
RST	Regional Significance Threshold
RTA	Riverside Transit Agency
RTPs	Regional Transportation Plans
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RWRF	Regional Water Reclamation Facilities
RWQCB	Regional Water Quality Control Board
RWQCP	Regional Water Quality Control Plant
SB 100	Senate Bill 100

SB 350	Senate Bill 350
SB 605	Senate Bill 605
SB 1016	Solid Waste Disposal Measurement Act of 2008
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SB X7-7	Water Conservation Act of 2009
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SoCal Gas	Southern California Gas Company
SDG&E	San Diego Gas & Electric
SEER	Seasonal Energy Efficiency Ratio
SCMA	Sustainable Groundwater Management Act
SF	Square Feet
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SKR	Stephens' Kangaroo Rat
SLCP	Short-lived Climate Pollution
SLF	Sacred Lands File
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SO_2	Sulfur Dioxide
SOON	Surplus Off-road Opt-in for NOx
SOx	Sulfur Oxides
SR-60	State Route 60
SRA	Source Receptor Area
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TAZ	Transportation Analysis Zone
TCA	Trichloroethane
TCM	Transportation Control Measure
T-BACT	Best Available Control Technology for Toxics
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
TOD	Transit-Oriented Development
TPM	Tentative Parcel Map
TRUs	Transport Refrigeration Unit
TUA	Traditional Use Area

TUMF	Transportation Uniform Mitigation Fee (Western Riverside County)
UBC	Uniform Building Code
UCR	University of California, Riverside
UCR-ARU	University of California, Riverside Archaeological Research Unit
UCMP	University of California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USCB	United States Census Bureau
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
UWMP Act	Urban Water Management Planning Act
VdB	Vibration Decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VHT	Vehicle Hours Traveled
VIP	Voucher Incentive Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VVUSD	Val Verde Unified School District
WA	Williamson Act
WCI	Western Regional Climate Action Initiative
WDR	Waste Discharge Requirements
WELO	Water Efficient Landscape Orientation
WQMP	Water Quality Management Plan
WRCOG	Western Riverside County Council of Governments
WRCC	Western Regional Climate Center
WRELP	Western Riverside Energy Leader Partner
WRRA	Waste Reuse and Recycling Act
WSA	Water Supply Assessment
WSC	Western Sciences Center
WSJ	West San Jacinto Groundwater Basin Management Plan
ZEV	Zero-emission vehicle

1.0 Executive Summary

This Draft Environmental Report (Draft EIR) has been prepared to inform decision-makers and the public of the potentially significant environmental effects associated with the project approvals for the construction and operation of a proposed high-cube, non-refrigerated warehouse building located at the northwest corner of Harley Knox Boulevard and Indian Avenue, and all associated on- and off-site supporting improvements, which are herein collectively referred to as the “Project” or “proposed Project.” Discretionary actions to be considered by the City of Perris associated with the proposed Project includes Tentative Parcel Map (TPM 38684) and Development Plan Review (DPR 22-00016). The Project Description serves as a basis for analyzing the Project’s impacts on the existing physical environment. This analysis has been prepared pursuant to the California Environmental Quality Act, known as CEQA, (California Public Resources Code Sections 21000 et seq.) and the Guidelines for Implementation of the Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Sections 15,000, et seq.). The City of Perris is the Lead Agency for the proposed Project under CEQA and is responsible for the preparation of this DEIR.

1.1 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 1.0-1 – Regional Map** and **Figure 1.0-2 – 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 1.0-3 – 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 1.0-2**.

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 Perris Valley Commerce Center (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 Safety Element, p. 26.) 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 1.0-16 – 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. (Perris GP 2030 EIR, p. IV-48.)

1.2 Site Description

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 1.0-4 – Project Site Photographs**. The Project includes offsite improvements to the Perris Valley Storm Drain Channel 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).

1.2.1 Existing General Plan Land Use and Zoning Designation

The Project site is located within Planning Area 1, North Industrial, of the City of Perris, which consists of approximately 1,925 acres and is bounded by the March Air Reserve Base/Inland Port Airport (March ARB/IPA) to the north, Interstate 215 (I-215) to the west, City limits near Lake Perris to the east, and Ramona Expressway to the south. Planning Area 1 is primarily made up of land designated for industrial use with very little area designated for residential use. The industrial planning of Planning Area 1 is based upon the restrictions placed on properties in this area due to flight operations of March ARB/IPA. The area to the west of Planning Area 1 is unincorporated Riverside County but is within the City's Sphere of Influence and is zoned for manufacturing under the Riverside County Zoning Ordinance. The Project site has a General Plan land use designation of PVCC SP - Perris Valley Commerce Center Specific Plan as shown on **Figure 1.0-5 – General Plan Land Use Designation**. The Perris Valey Commerce Center Specific Plan (PVCCSP) establishes the zoning for the properties within the PVCC area. The PVCCSP zoning designation for the Project site is General Industrial as shown on **Figure 1.0-6 – 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 Perris Valley Storm Drain Channel Lateral B, a Riverside County Flood Control and Water Conservation District storm drain facility.

1.2.2 Perris Valley Commerce Center Specific Plan

On January 10, 2012, the City Council adopted the PVCCSP for a PVCC area that encompasses approximately 5.23 square-miles in North Perris located east of I-215 and west of the Perris Valley Storm Drain, south of March ARB/IPA, and north of Placentia Avenue. This area provides convenient access to a multi-directional freeway system via I-215 traveling north and south and State Route 60 (SR-60) traveling east and west as well as access to March ARB/IPA for air transport. The PVCCSP Land Use

Plan envisions this area to be a concentrated commerce center with a balanced mix of industrial uses including Business Professional Office, Light Industrial, and General Industrial.

The Project site is designated as General Industrial in the PVCCSP planning area (**Figure 1.0-6**). The site is surrounded by areas designated as General Industrial to the south and west, Light Industrial to east, and the City of Moreno Valley to the North.

The General Industrial land use designation provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities.

Section 3.0 of the PVCCSP also outlines land use planning and design standards to assist in accommodating future development proposals and provides suitable transitions to neighboring land uses. Additionally, the PVCCSP outlines green development practices to encourage and require construction methods and materials that have a lower environmental impact. The proposed Project would be required to comply with all design guidelines, landscape guidelines, and relevant policies outlined in the PVCCSP as well as the City of Perris General Plan.

1.2.3 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 1.0-2** above, and as described in **Table 1.0-A – Surrounding Land Uses**, below.

Table 1.0-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**	**PVCCSP - Perris Valley Commerce Center Specific Plan**	**PVCCSP - General Industrial**
North	Perris Valley Storm Drain Channel 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

1.2.4 Airport Land Use

The Project site and off-site improvement area are located approximately 5.9 miles to the northwest of 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 1.0-7 – March Air Reserve Base /Inland Port Airport Compatibility Zones**.

In 2014, and subsequent to approval of the City of Perris General Plan, the Riverside County Airport Land Use Commission (ALUC) adopted the 2014 March ARB/IPA Airport Land Use Compatibility Plan (ALUCP). Thus, the City was required to update its General Plan to reflect the new ALUCP. The City created an Airport Overlay Zone (AOZ) to accommodate development within the City consistent with the land use designations of the 2014 March ARB/IPA ALUCP. On July 14, 2016, the Riverside County ALUC determined that the City's AOZ is consistent with the 2014 March ARB/IPA ALUCP.

The Initial Study, included as Appendix A of this Draft EIR, includes an analysis that shows how the Project is consistent with ALUCP and why the Project is not required to obtain an ALUC consistency determination.

1.2.5 Vehicular Circulation and Site Access

Regional access to the Project site is provided via Interstate 215 (I-215) located approximately two 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 City of Perris General Plan Circulation Element circulation designations and the current roadway conditions are described below: (Perris GP 2030 Circulation Element, 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.

1.2.6 Existing Utility Infrastructure

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.)

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.

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.

Storm Drain

The Project site is located within the Perris Valley Master Drainage Plan 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 1.0-2 – 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.

Other Utilities

Existing development utility services are provided by the purveyors identified in **Table 1.0-B – Utility Purveyors**.

Table 1.0-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 Incorporated
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 Sites' frontage. There is an existing 6-inch diameter gas line in Harley Knox Boulevard.

1.2.7 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 RTA 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 the 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 2030 Circulation Element, p. 24.)

1.3 Project Characteristics

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

- Tentative Parcel Map (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 1.0-8 – Tentative Parcel Map 38684.**
- 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 1.0-9 – Site Plan**. In addition to the 25.10-gross-acre Project site, 1.10 acres of off-site improvements are included.

1.3.1 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 1.0-10-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 1.0-9**. 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 1.0-9**. Automobile vehicles would access the Project site via two of the driveways: the driveway along Harley Knox Boulevard and the southerly driveway along Indian Avenue. Trucks would only access the Project site via one driveway: the northerly driveway along Indian Avenue. The trucks would stop at the guard shack to access the loading areas that are located on the northern side 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 1.0-9.**) 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, and 1 ADA van stall. The current site plan shows that 35 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 would be provided. However, these numbers are based on the current requirements of Section 5.106.5.3.1 of the 2022 California Green Building Standards (CALGreen) Code, Title 24, Part 11.

The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would need to provide at least 18 spaces with EV chargers at the time of opening if its building permits are approved after 2025. 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 1.0-11-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 1.0-12 – 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 1.0-13 – 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 eight 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.

1.3.2 Infrastructure Improvements

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 are proposed as shown in **Figure 1.0-14 – Existing and Proposed Utilities**. No offsite potable water line improvements are needed to serve the Project.

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 at this time. As described 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.

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.

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 (see **Figure 1.0-8**). Following water quality treatment, stormwater would discharge to Lateral B, an earthen channel located north of the Project site, consistent with the Perris Valley Master Drainage Plan. As part of the Project, an outfall structure would be constructed outside of the Project site, within Lateral B, as shown on **Figure 1.0-8**. 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

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 1.0-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.

1.3.3 Offsite Improvements

All potential offsite improvements are associated with pedestrian improvements, road improvements, and the outfall structure are discussed in *Sections 1.3.1 and 1.3.2*.

1.3.4 Construction and Site Preparation

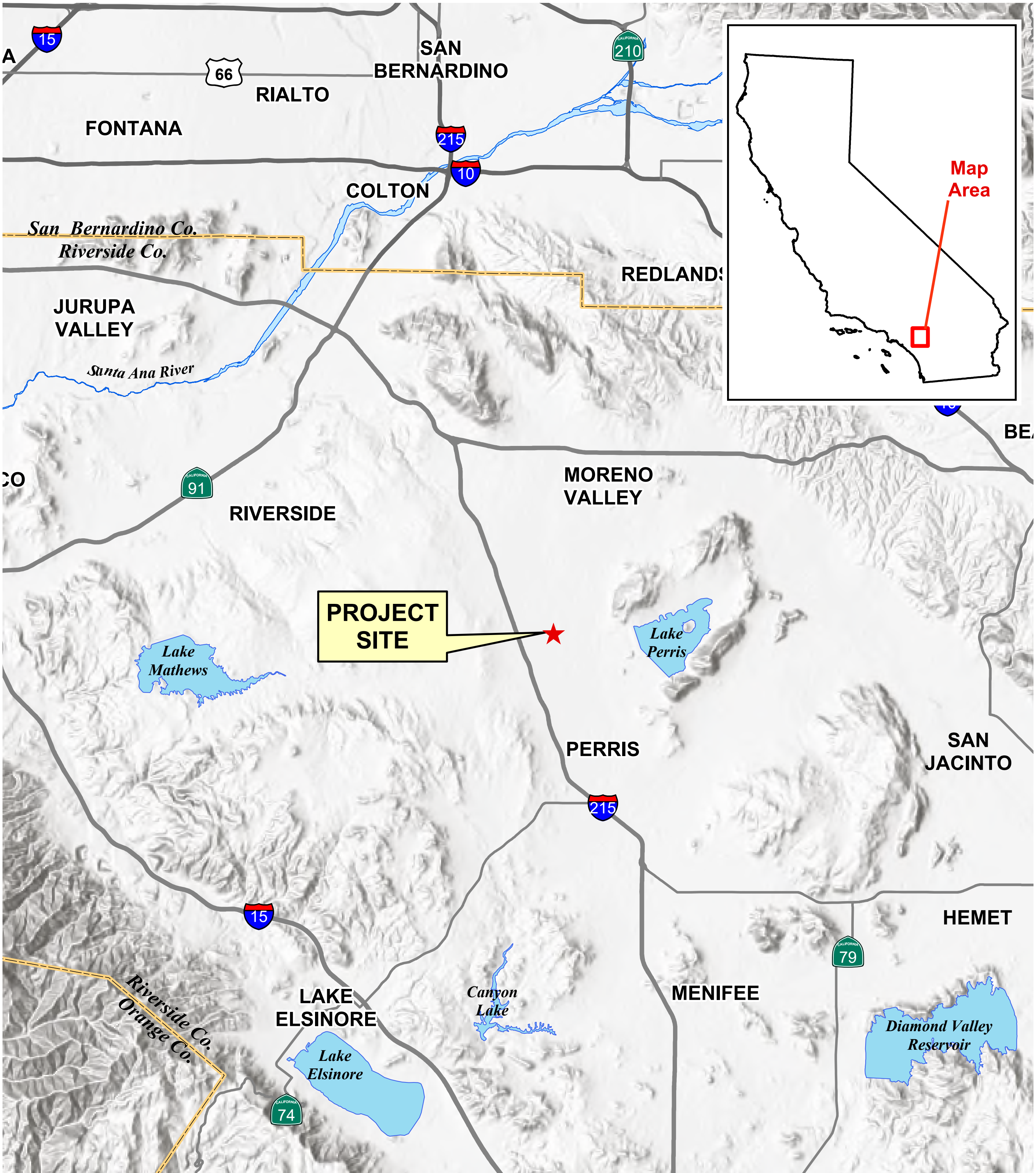
Project site construction would involve grading and earthwork within the Project site boundaries to accommodate the proposed warehouse structure, infrastructure, appurtenances, and associated parking areas as shown on **Figure 1.0-15 – Grading Plan**. The proposed warehouse building includes concrete 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 for a duration of approximately 11.5 months. For the purposes of the Air Quality/Greenhouse Gas Analysis, construction of the Project was modeled starting in June 2025 which represents a worst-case analysis. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

FIGURE 1.0-1

Regional Map



\\brkpan01.webb.lan\WO4\2022\22-0142\GIS\PRO\topo\topo.aprx Map created 02 Jun 2025

ALBERT A. WEBB ASSOCIATES

0 5 10 Miles

Source: Riverside County GIS, 2020

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 1.0-2

Aerial Map

LEGEND

- Project Boundary
- Offsite Disturbance Footprint

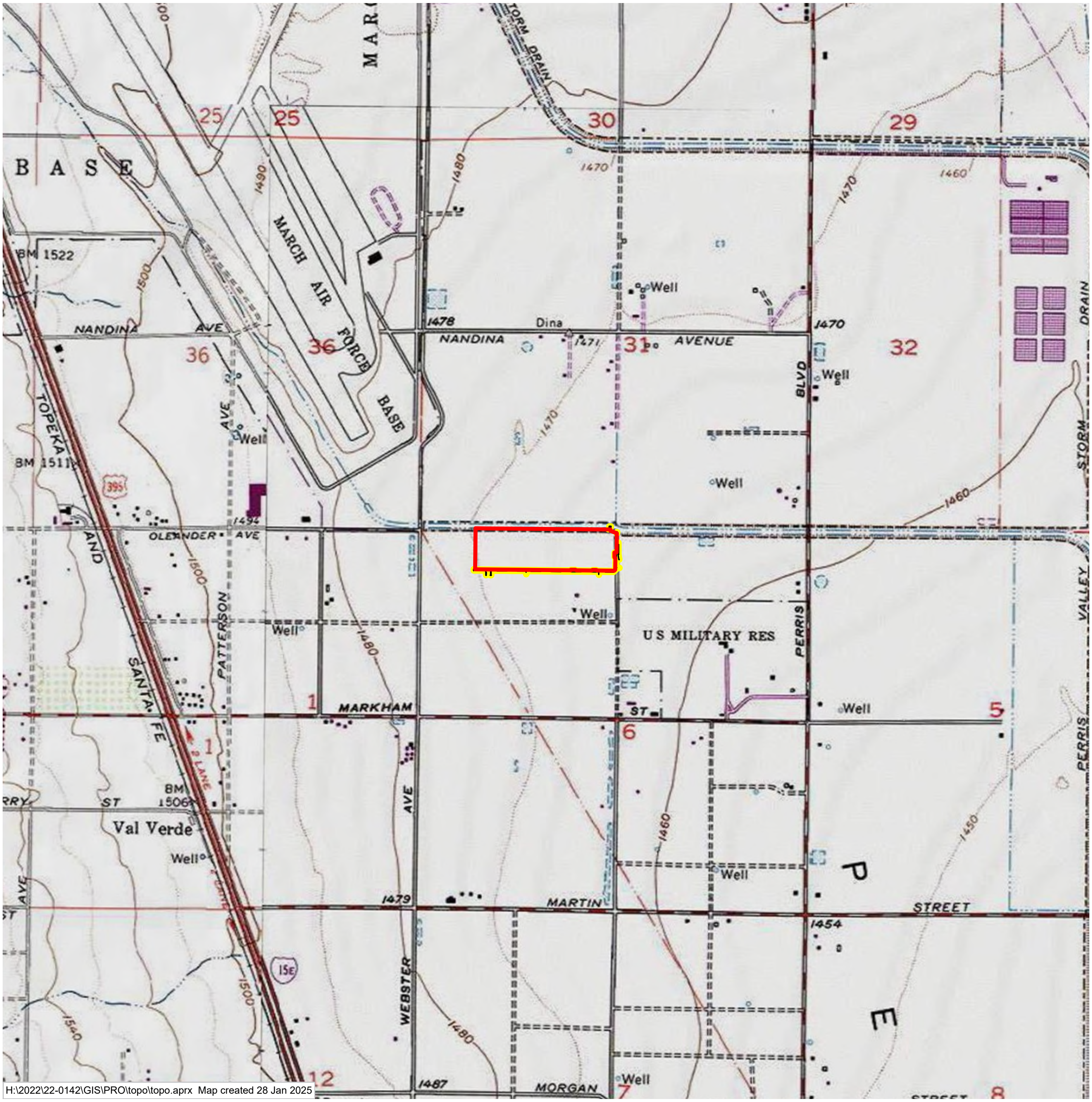
0 137.5 275 Feet

Source: Nearmap, 2024.

ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-3

USGS Topographic Map



H:\2022\22-0142\GIS\PRO\topo\topo.aprx Map created 28 Jan 2025

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 1.0-4

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

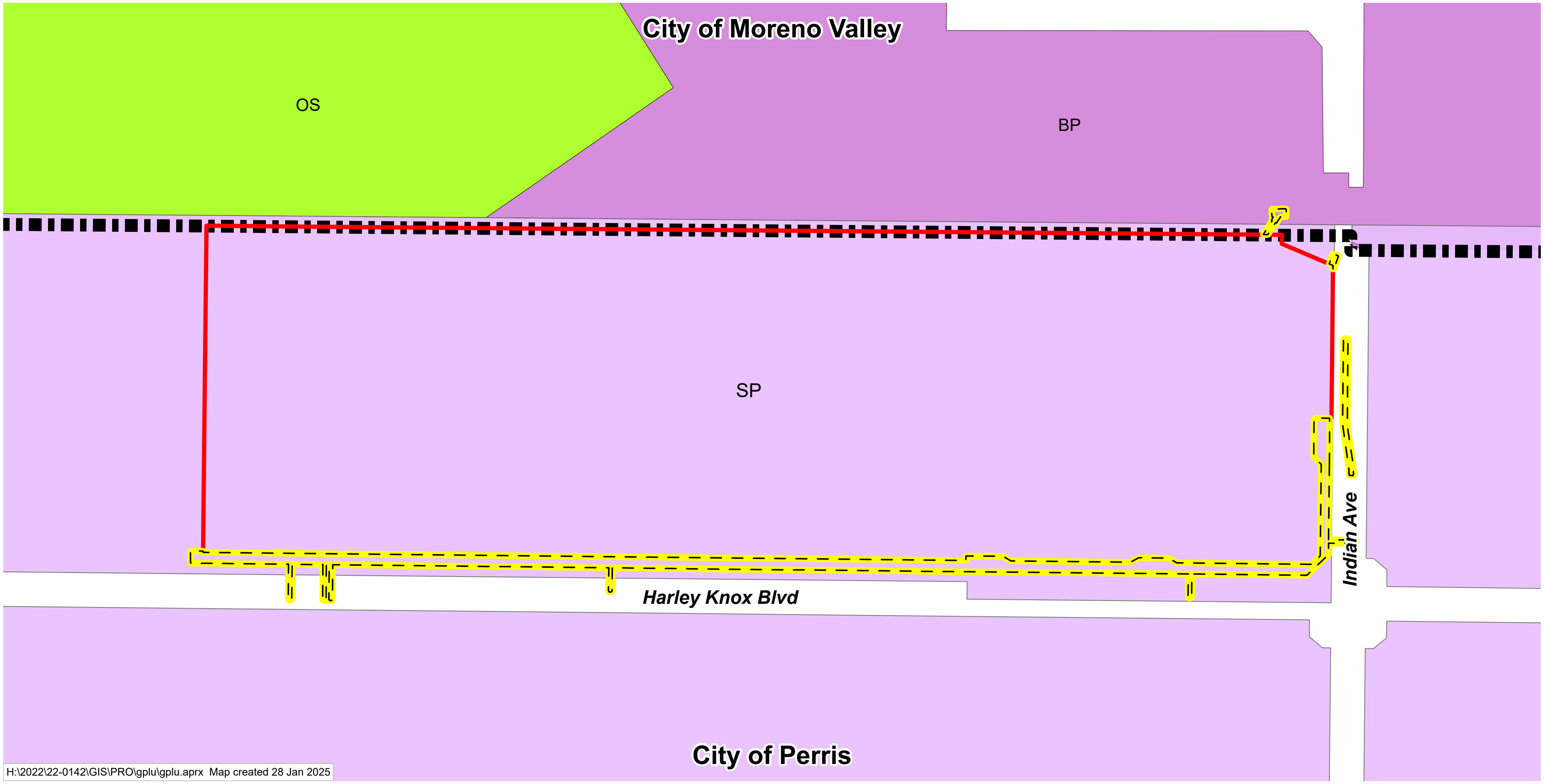
NE Corner - Facing West

NE Corner - Facing Southwest

NE Corner - Facing South

FIGURE 1.0-5

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

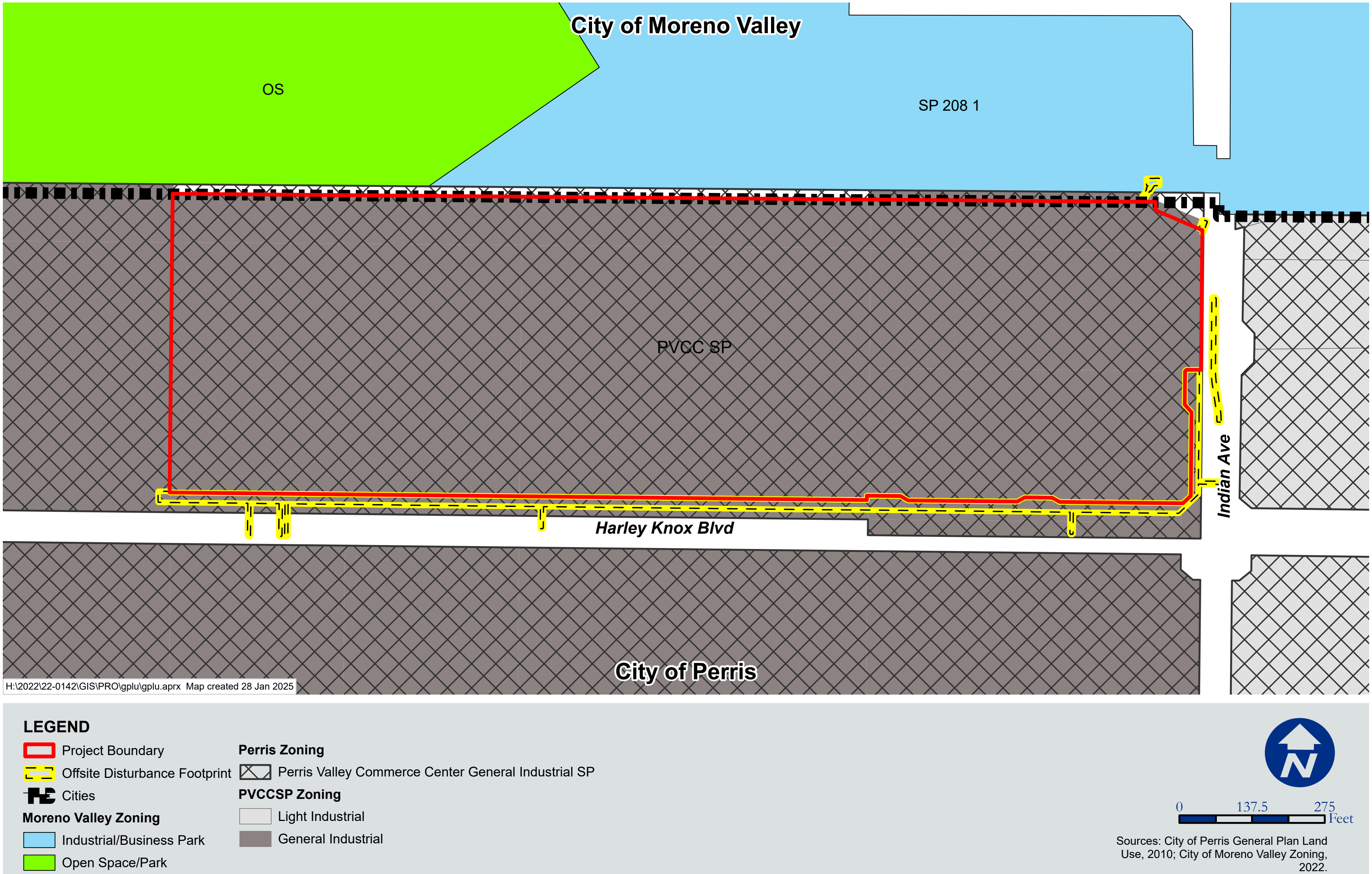
0 140 280 Feet

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

ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-6

Specific Plan Zoning Designation



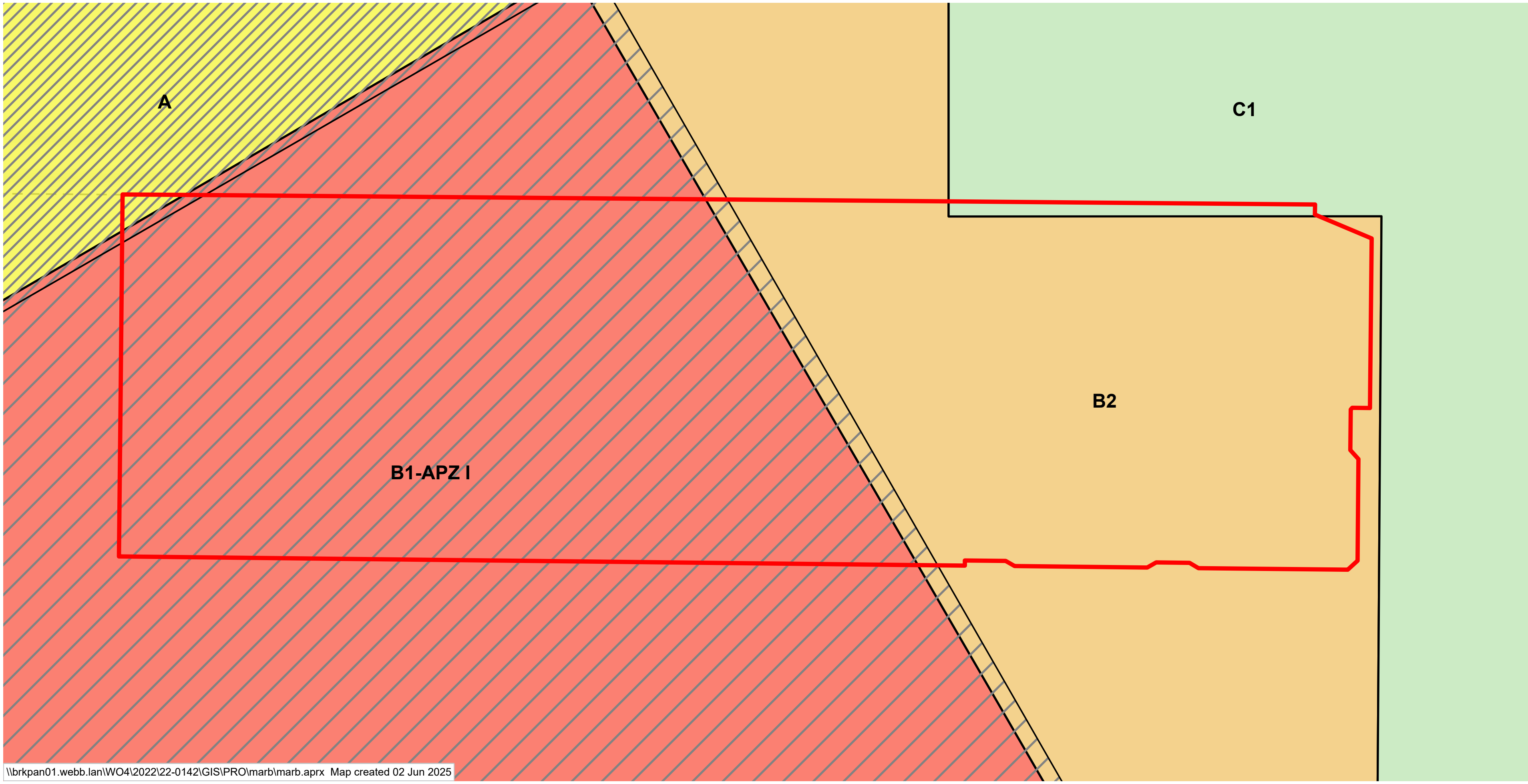
Sources: City of Perris General Plan Land Use, 2010; City of Moreno Valley Zoning, 2022.

ALBERT A. WEBB ASSOCIATES

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

March Air Reserve Base/Inland Port Airport Compatibility Zones

FIGURE 1.0-7



LEGEND

Project Boundary

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.

ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-8

Tentative Parcel Map 25-0004 (TPM 38684)

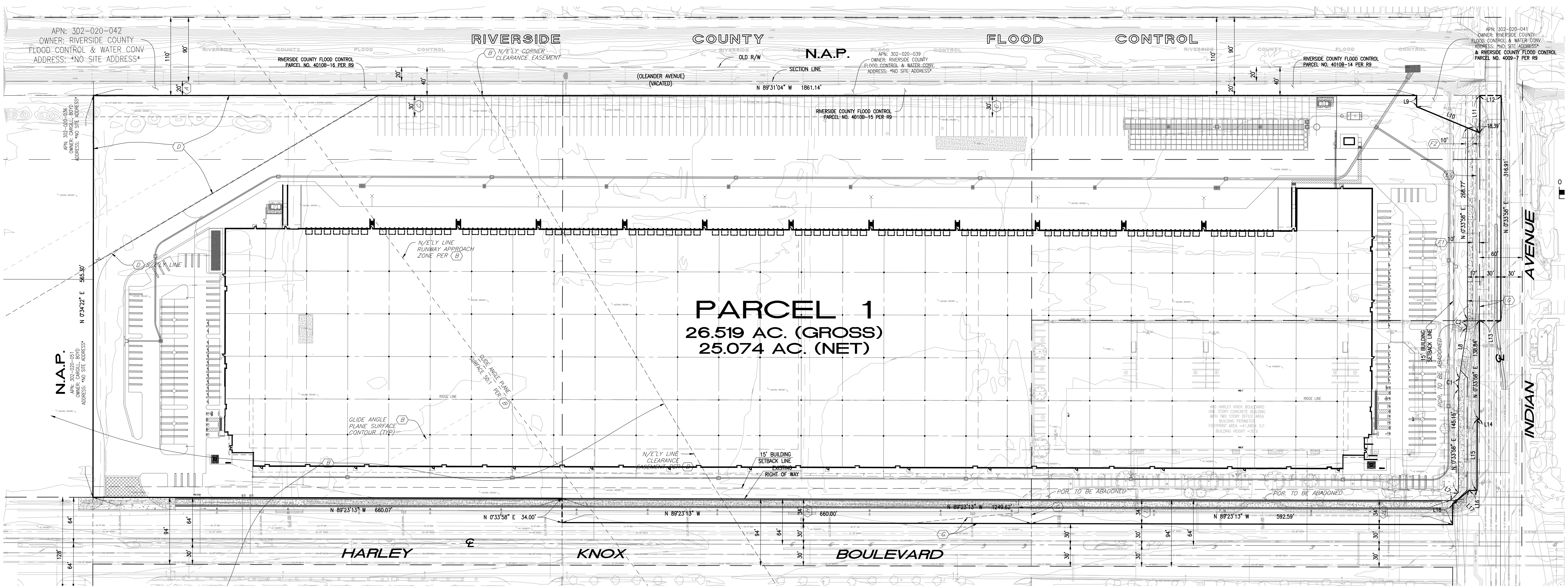
TENTATIVE PARCEL MAP NO. 38684

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



\\brkpan01.webb.lan\WO4\2022\22-0142\GIS\PRO\engineering_templates\engineering_templates.aprx Map created 22 May 2025

NTS

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

ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-9

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%)	
Whse: 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')	102 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	185 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'-6"X5'-6"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" : 12" 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/DAB-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 WI 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
- F.H. 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

TR 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:

LOT3 IN 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.

TR 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.

TR 3 : REAL PROPERTY IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

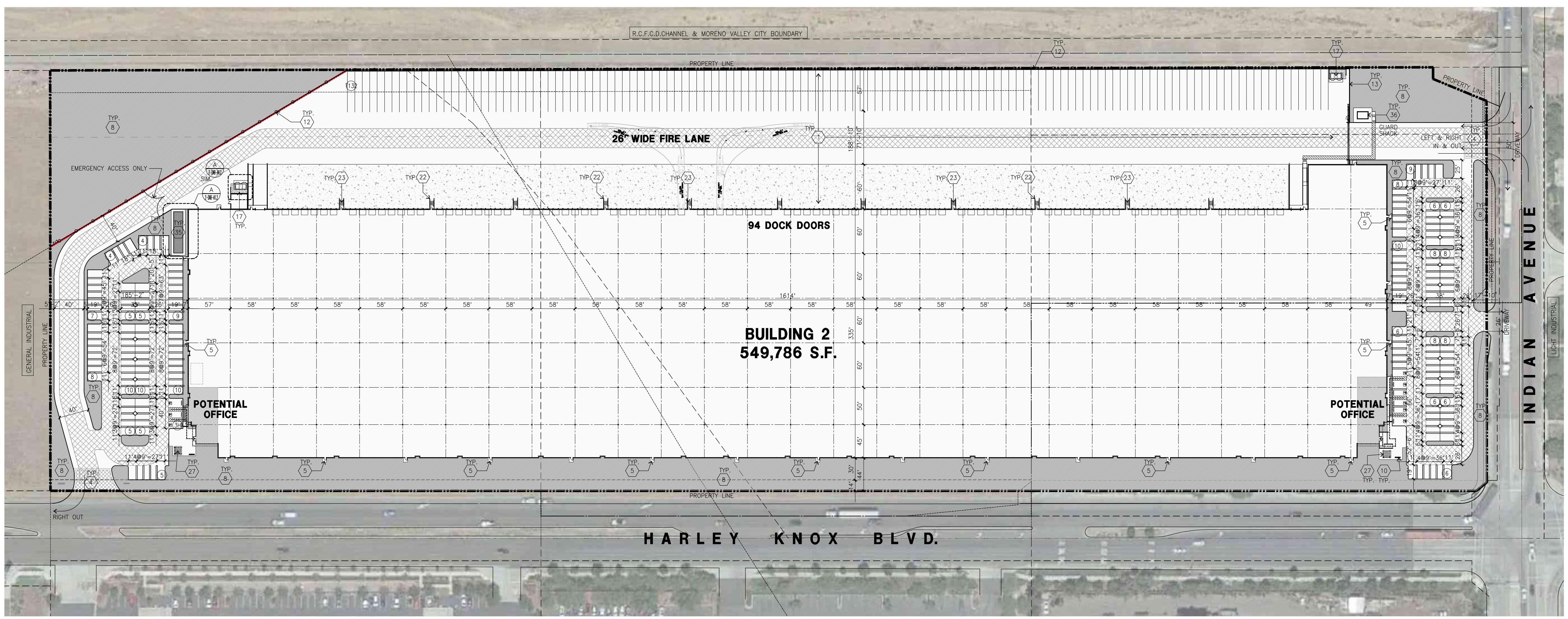
LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE(S) 668, OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, EXCEPTING THAT PORTION LYING SOUTH OF THE FOLLOWING DESCRIBED LINE :

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

TR 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 ½ 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

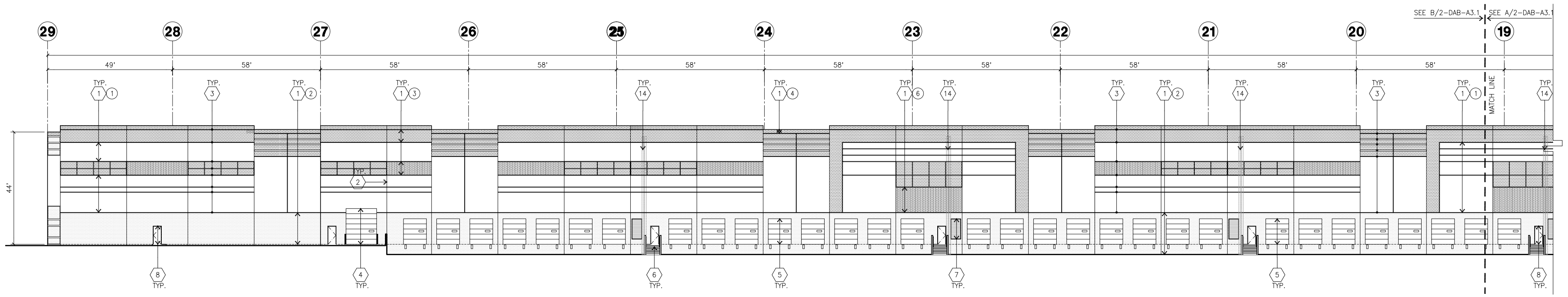
NTS

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

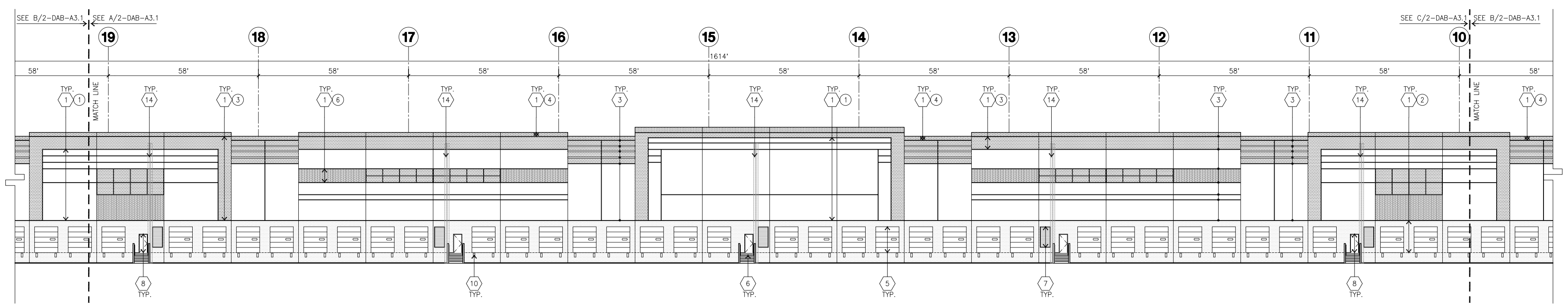
FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 1.0-10-A

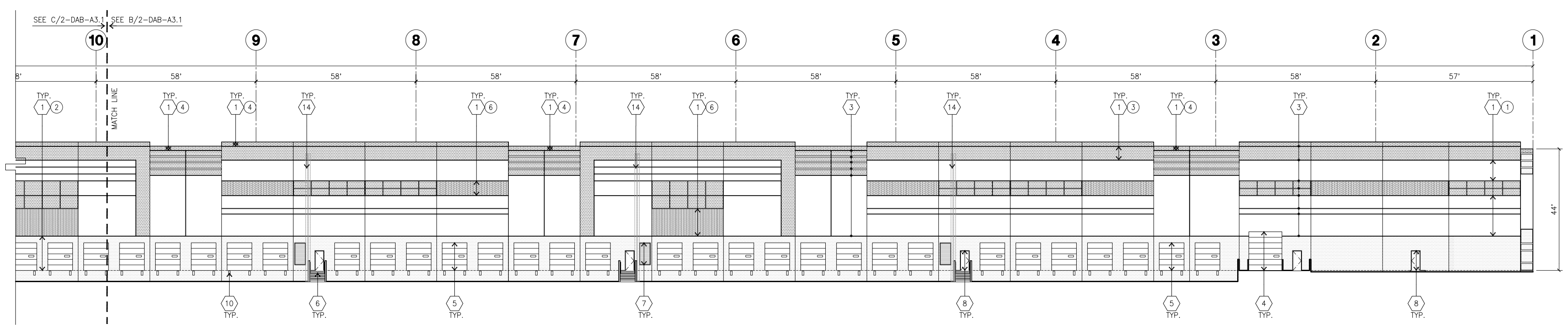
Building Elevations



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



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



NORTH 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.
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

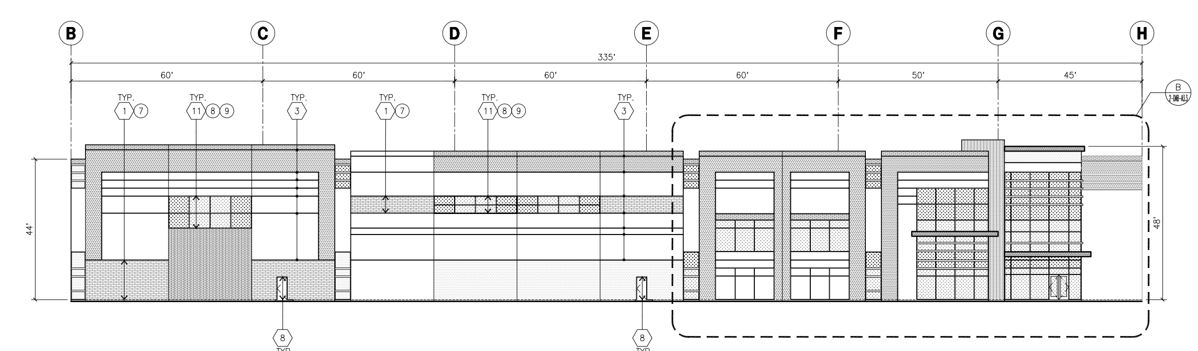
1. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7005 PURE WHITE
2. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7071 GRAY SCREEN
3. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7073 NETWORK GRAY
4. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7075 WEB GRAY
5. CONCRETE 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

S — TEMPERED SPANDREL GLASS

TV — TEMPERED VISION GLASS

V — 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.



WEST ELEVATION D
scale: 1" = 20'-0"

NTS

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

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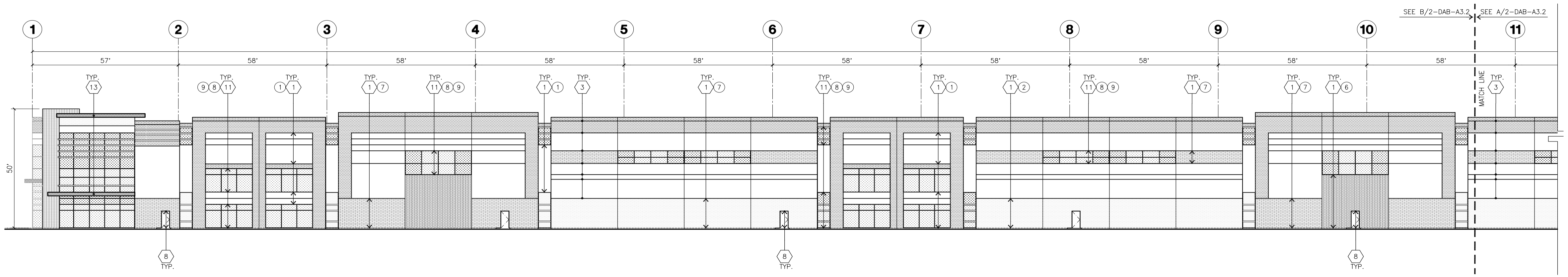
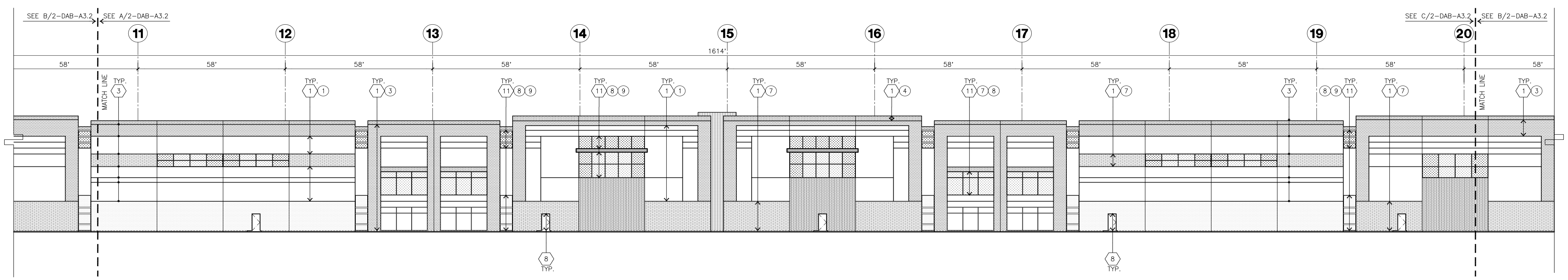
FIGURE 1.0-10-B

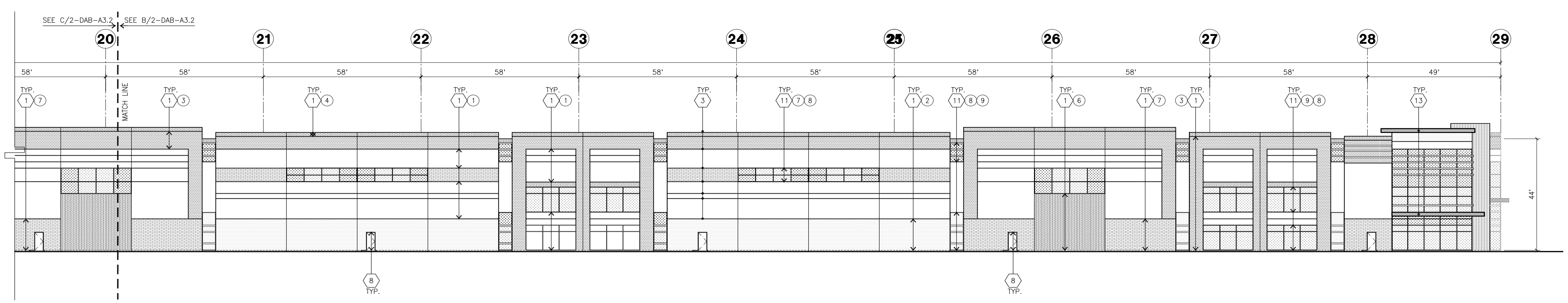
Building Elevations



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

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GLAZING LEGEND

- S: TEMPERED SPANDREL GLASS
- TV: TEMPERED VISION GLASS
- V: 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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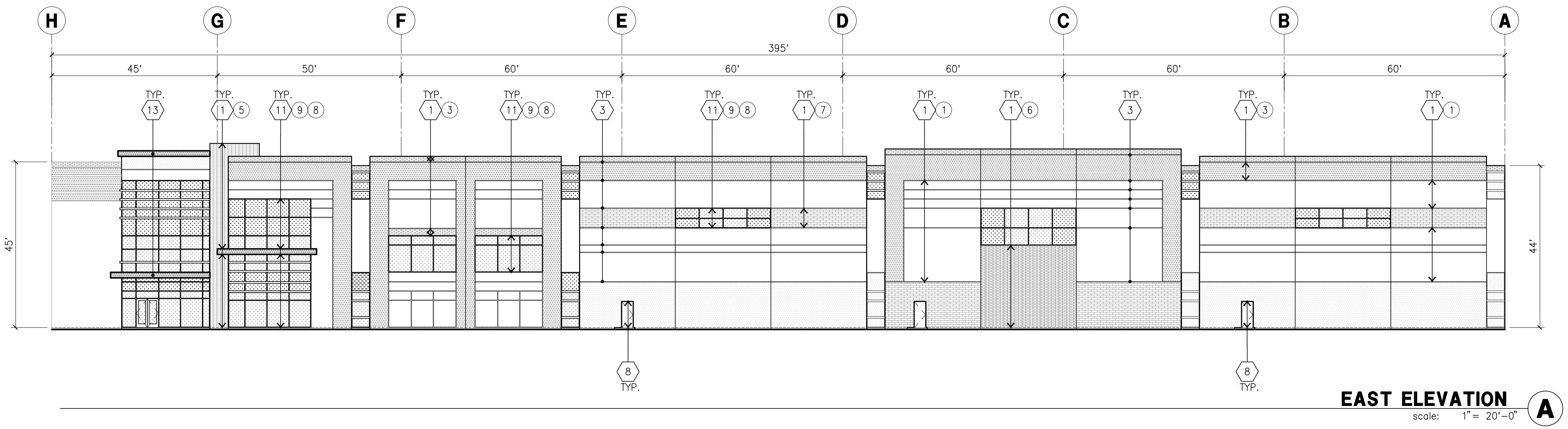
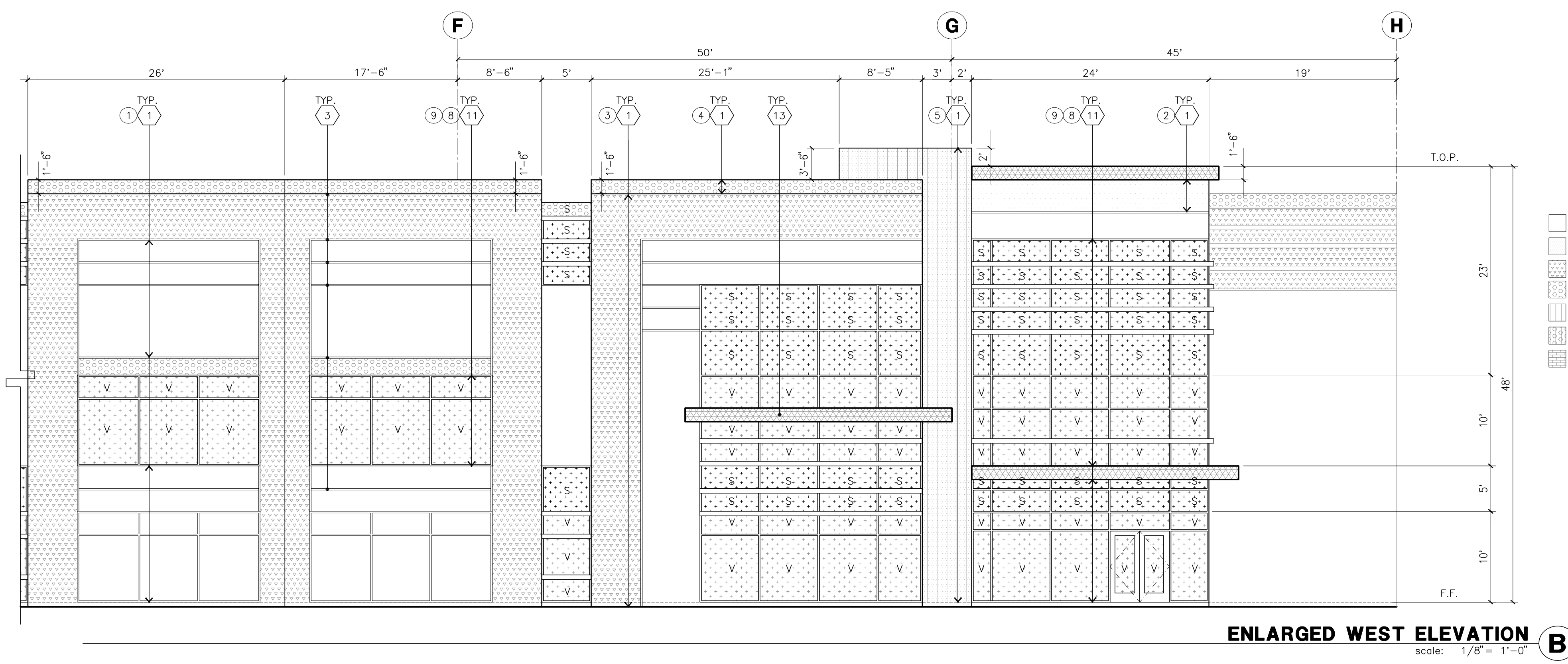
ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-10-C

Building Elevations





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GLAZING LEGEND

S — TEMPERED SPANDREL GLASS

TV — TEMPERED VISION GLASS

V — TEMPERED VISION INSULATED GLASS
PPG: VISTACOOL (2) PACIFICA + SOLARBAN
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1" INSULATED GLASS WITH 1/2" AIRSPACE
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NTS

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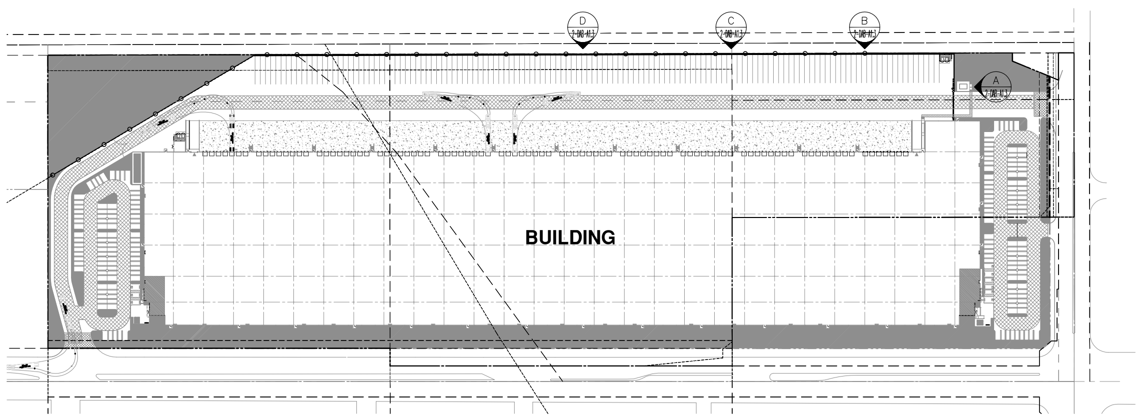
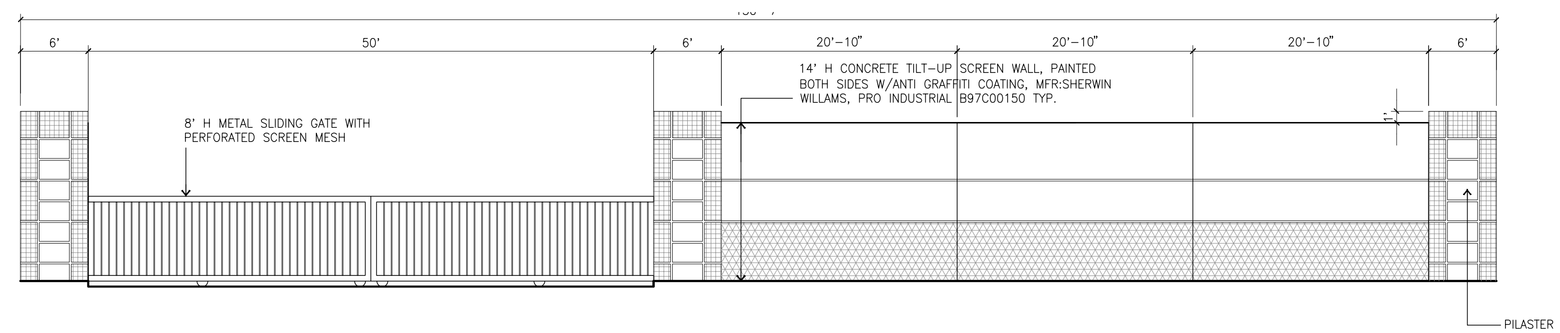
FIGURE 1.0-11-A

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

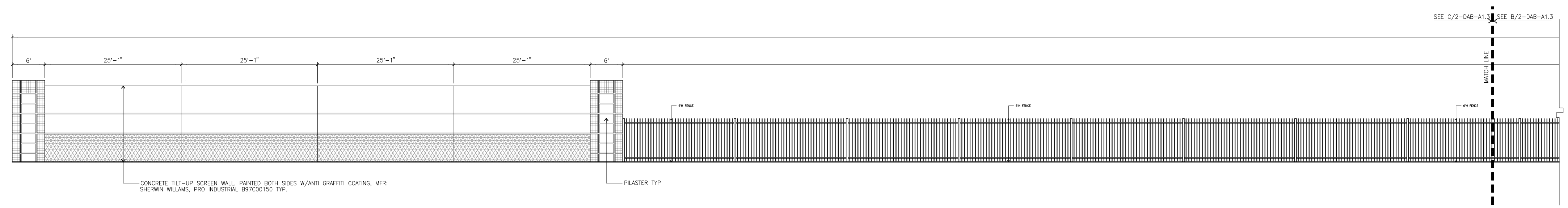
Screening Details

KEYMAP

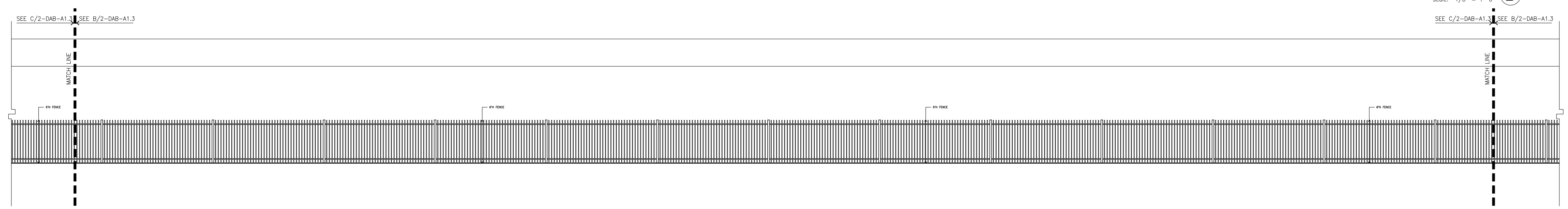




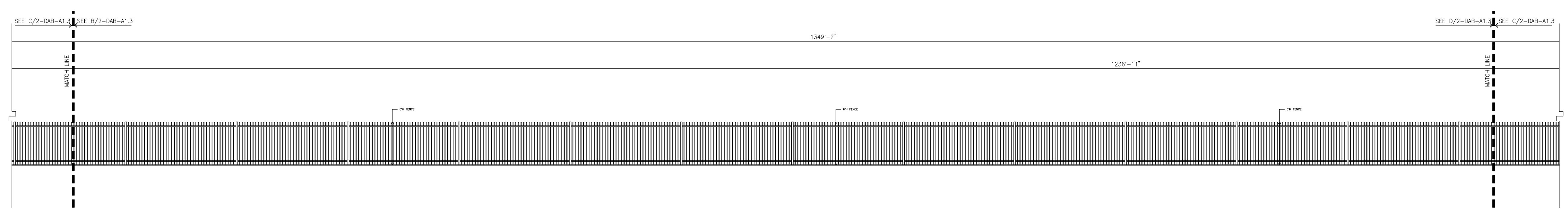
SCREENWALL ELEVATION A
scale: 1/8" = 1'-0"



SCREENWALL & FENCE ELEVATION B
scale: 1/8" = 1'-0"



FENCE PLAN C
scale: 1/8" = 1'-0"



FENCE PLAN D
scale: 1/8" = 1'-0"

NTS

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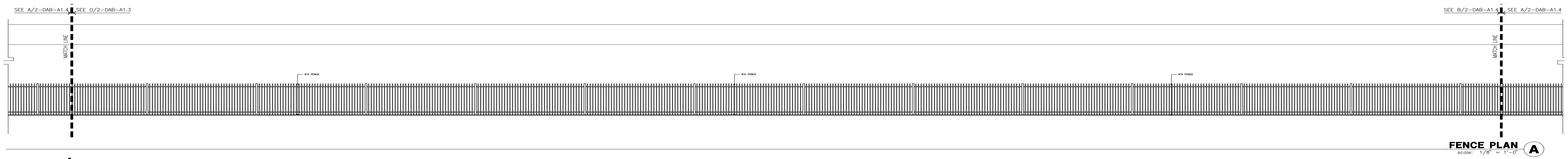
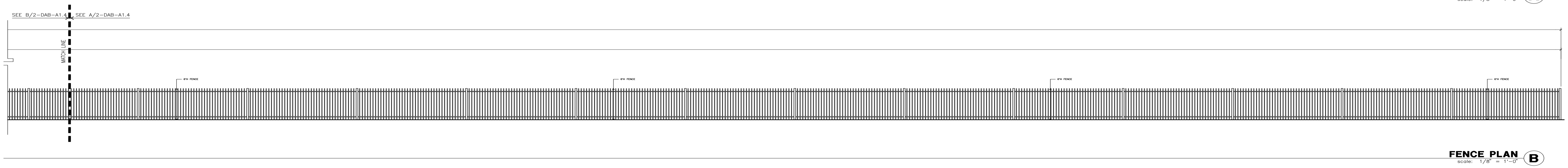
ALBERT A. WEBB ASSOCIATES

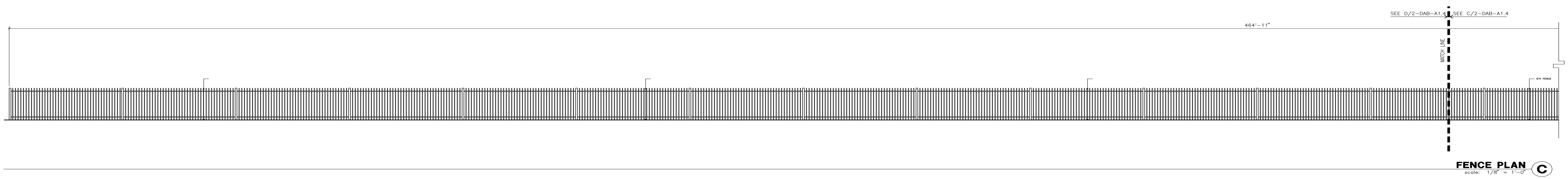
FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

FIGURE 1.0-11-B

Screening Details







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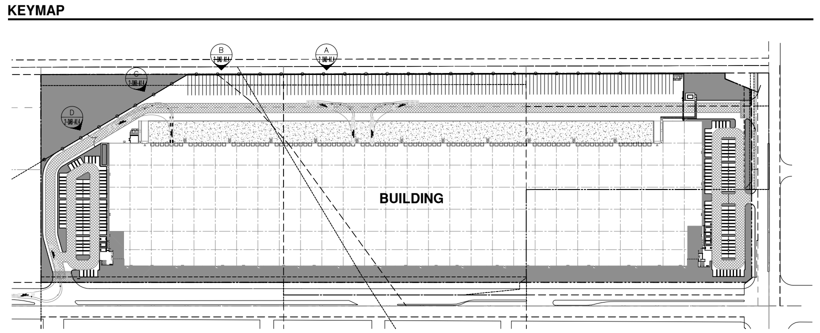

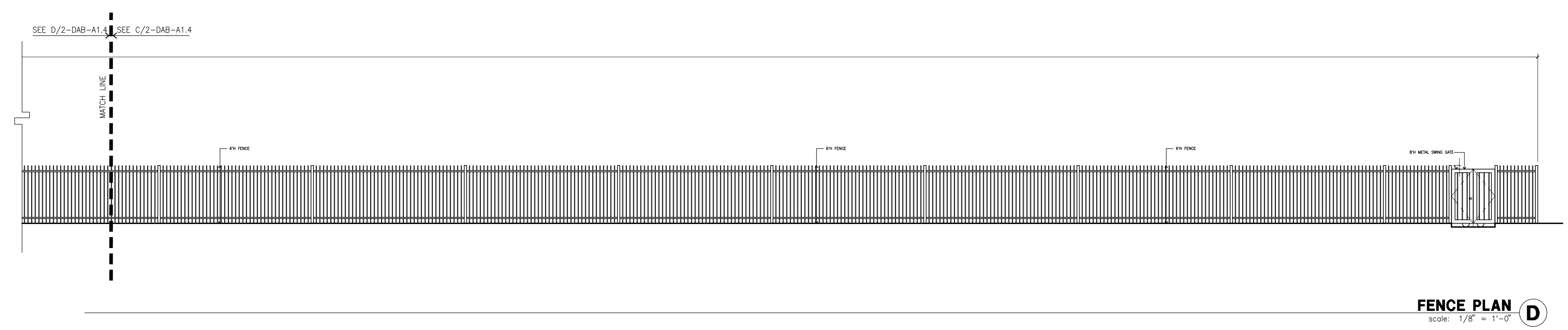

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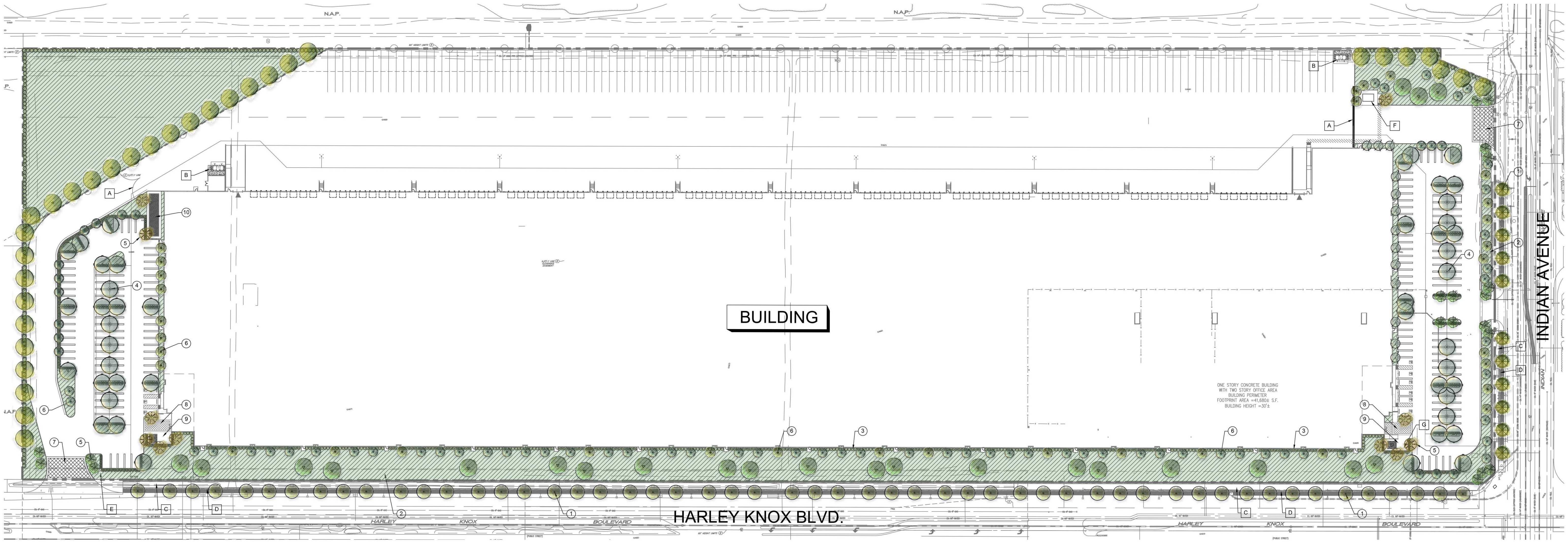
ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-12

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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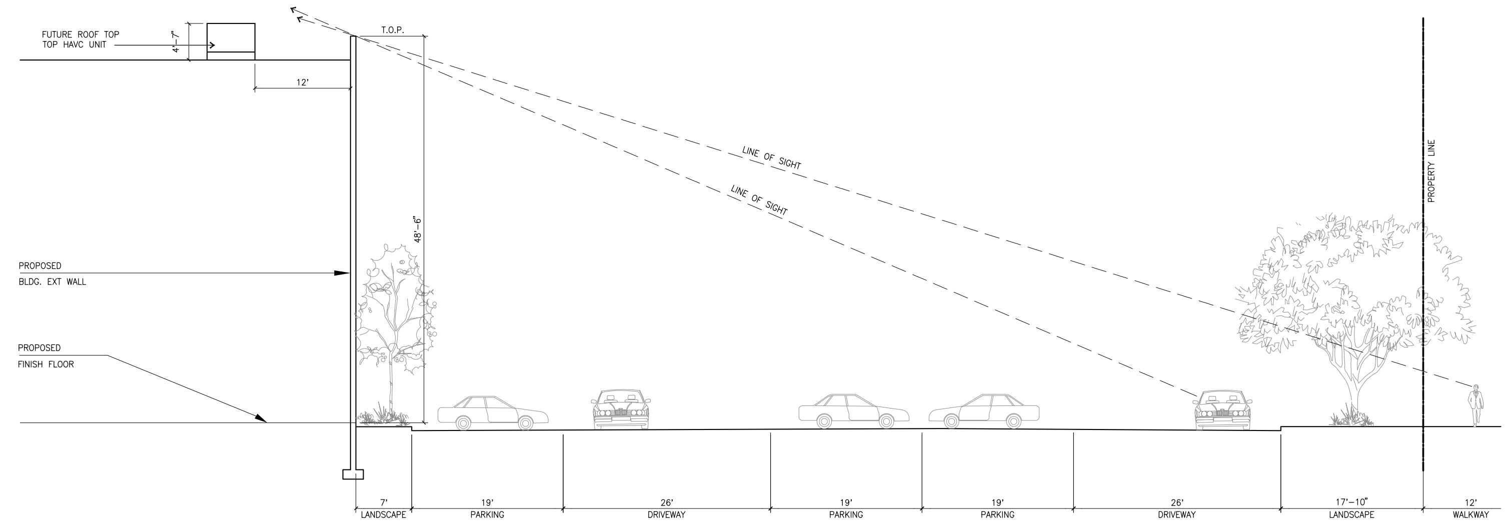
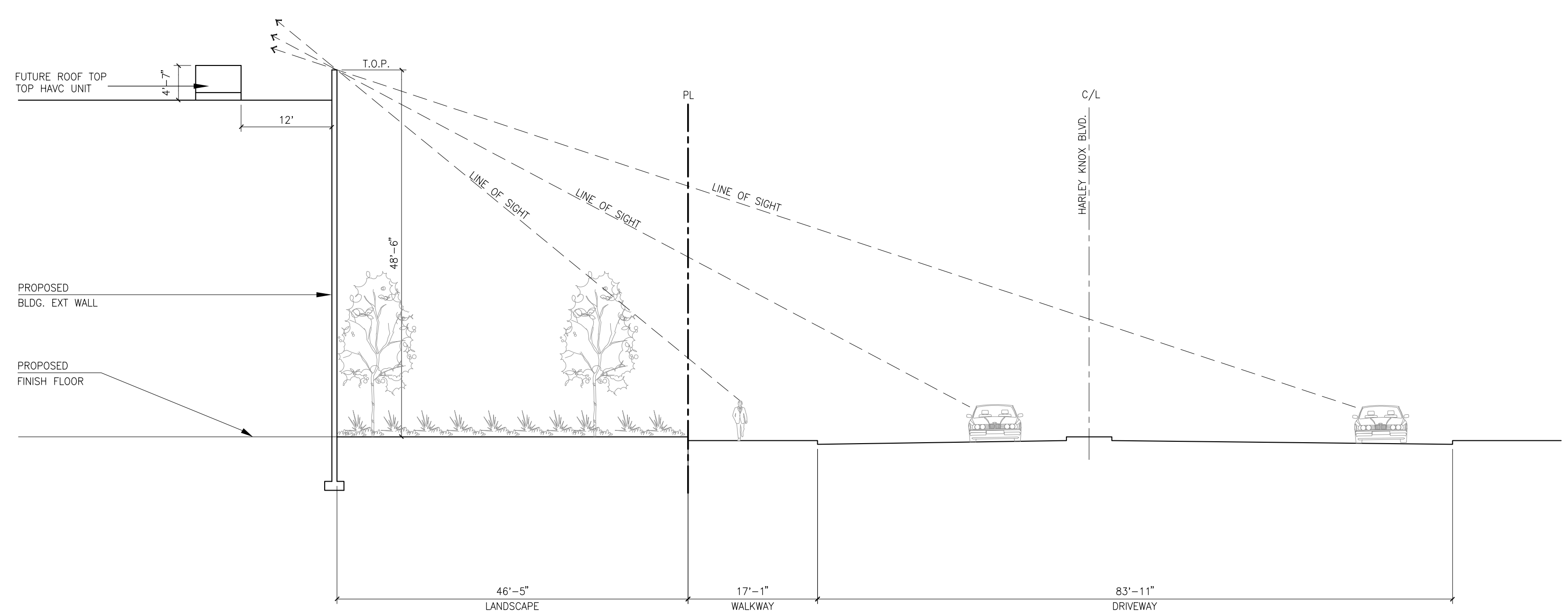
ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-13

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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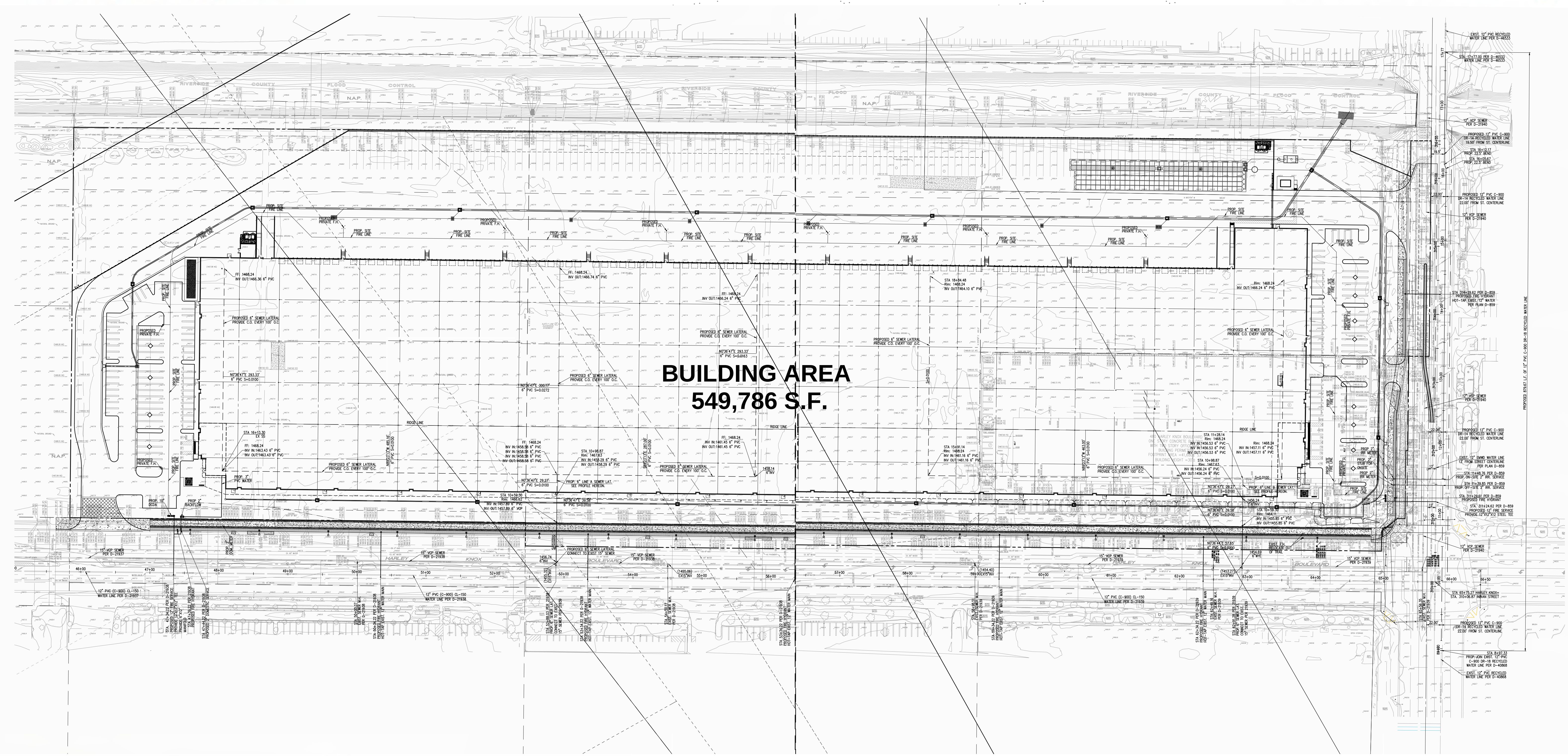
ALBERT A. WEBB ASSOCIATES

FIRST INDUSTRIAL LOGISTICS AT HARLEY KNOX AND INDIAN

Existing and Proposed Utilities

FIGURE 1.0-14



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

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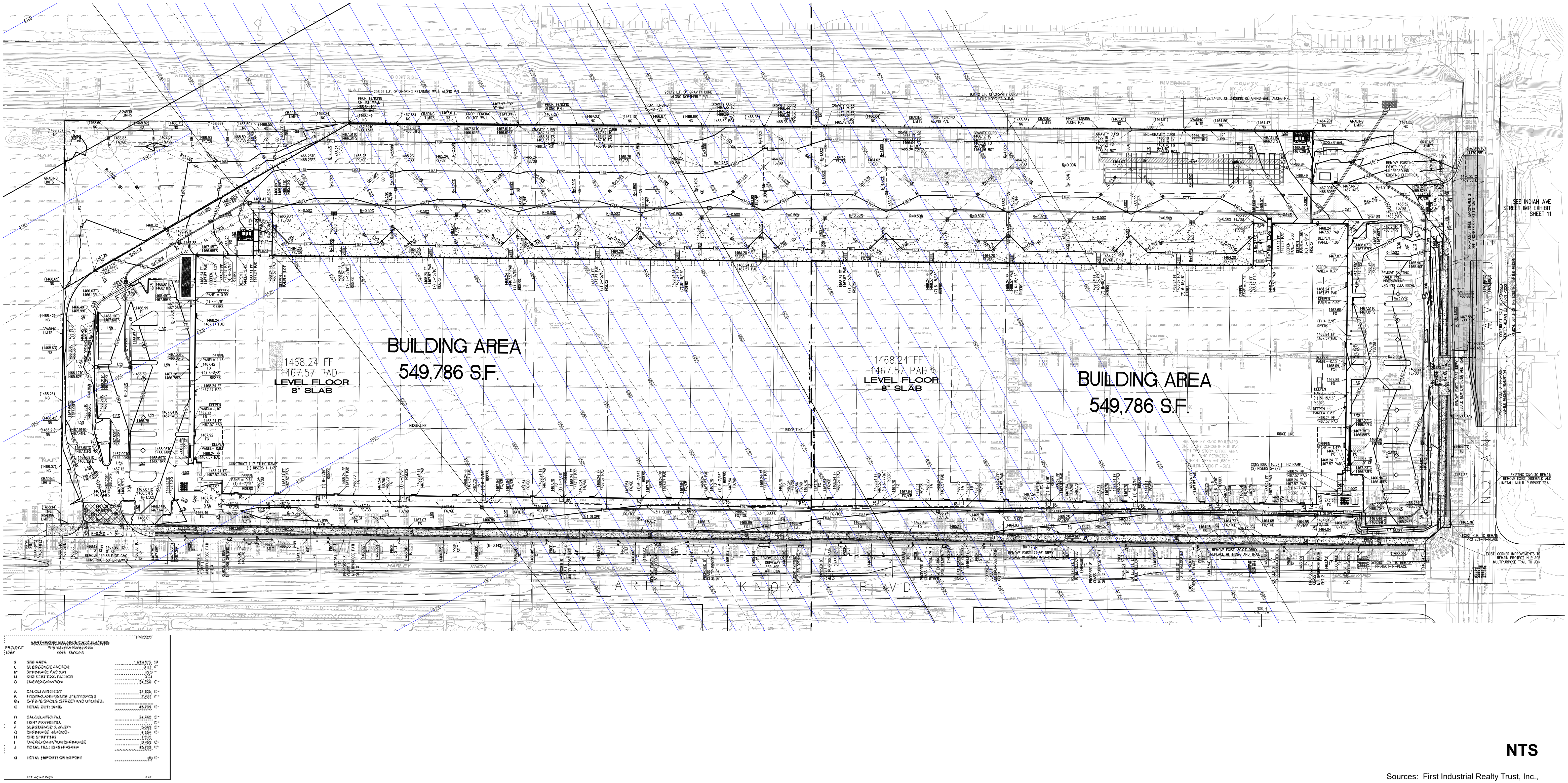
ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-15

Grading Plan



NTS

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

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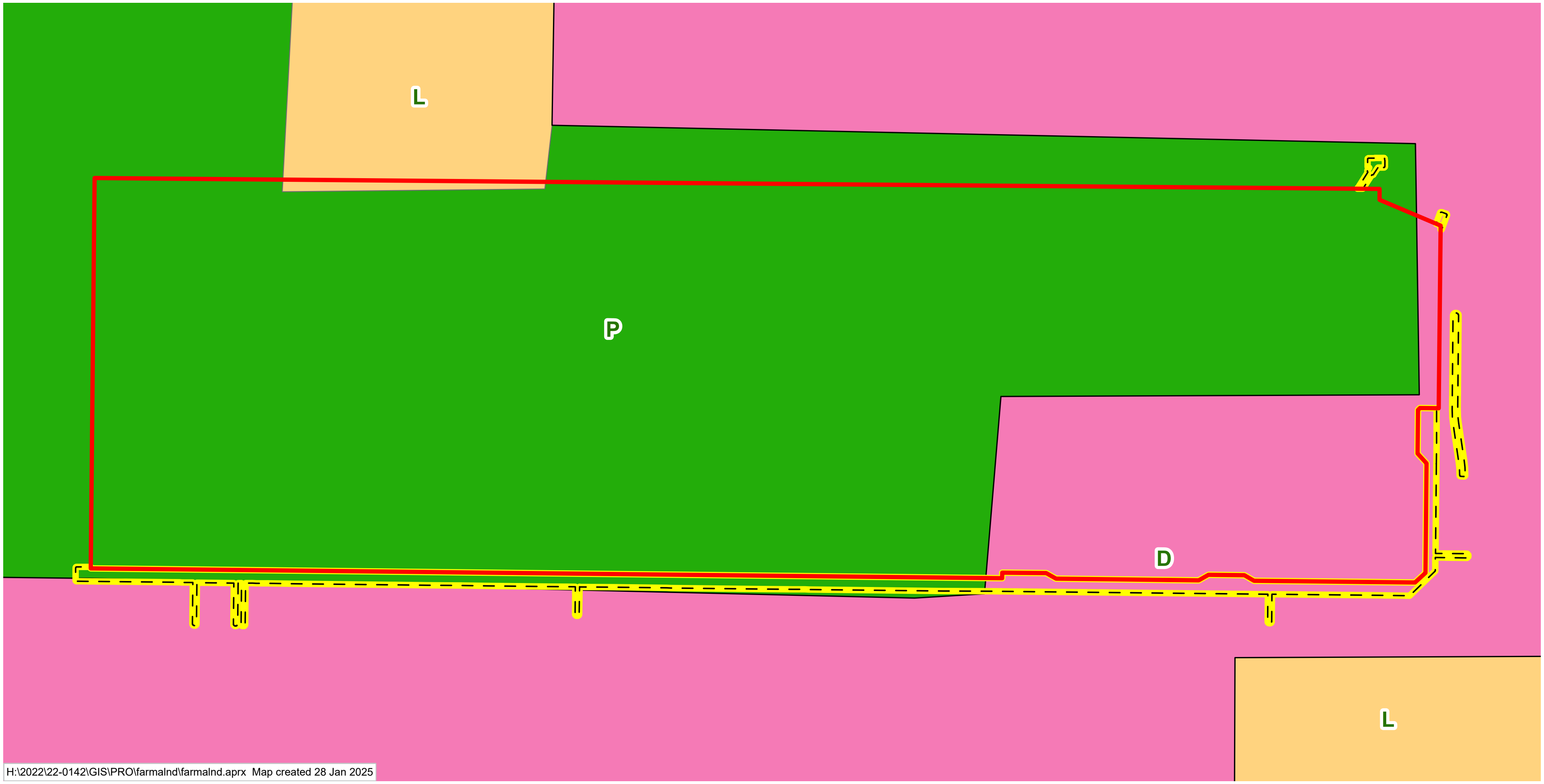
FIGURE 1.0-16

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

1.4 Sustainability Features

The Project would meet or exceed all applicable standards under the CALGreen Code and the Building Energy Efficiency Standards contained in Title 24 in effect at the time that the building permits are issued. The Project is proposed to 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 a minimum of 35 EV-capable parking spaces and at least 12 of these spaces would be equipped with EV charging stations at Project opening.[1]

- 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

[1] These numbers are based on the current requirements of Section 5.106.5.3.1 of the 2022 California Green Building Standards (CALGreen) Code, Title 24, Part 11. The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would need to provide at least 18 spaces with EV chargers at the time of opening if its building permits are approved after 2025.

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 AQMD, and the building manager.

- Service equipment (i.e., yard trucks and forklifts) used within the site shall be electric with the necessary electrical charging stations provided or powered by other alternative technology.

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.

1.5 Project Objectives

Per CEQA Guidelines Section 15124 (b), an EIR needs to include a statement of the objectives of a project which helps the City develop a reasonable range of alternatives. The objectives need to outline the general purpose of the project. The purpose of the proposed Project is to construct and operate a high-cube, warehouse building. The Project objectives as identified by the Project applicant are as follows:

- Develop and operate a logistics center on an underutilized site that leverages the existing City infrastructure and is adjacent to similar industrial logistics and distribution center uses.
- Develop and operate a logistics center on an underutilized site that capitalizes the Project site’s visibility from I-215 that will attract high-quality tenants and will be competitive with other similar facilities in the region.
- Develop a strategically located logistics center in close proximity to March ARB/IPA, I-215/SR-60, and I-10, to support the distribution of goods throughout the region that limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
- Enhance regional freight efficiency by positioning the logistics center within proximity to the Ports of Los Angeles and Long Beach, enabling trucks servicing the site to achieve a minimum of two roundtrips per day.
- Design and operate a logistics center that is Silver LEED Certified and meets industry standards for logistics operations and site functionality.
- Support the City’s economic growth through capital investment, job creation—including roles for highly skilled workers—and expansion of the local tax base that would further the City’s near tern and long-rage fiscal goals.
- Implement the PVCCSP through development of an underutilized site with a land use allowed by the Industrial land use designation and consistent with the PVCCSP development standards and criteria relevant to the site and proposed use.

- Create local job opportunities for residents to improve the City's jobs-housing balance.
- Establish new development that would further the City's near-term and long-range fiscal goals.

1.6 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 (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) 22-00016: Develop an approximately 25.1-gross-acre site with an approximately 549,786-square-foot industrial high-cube non-refrigerated speculative warehouse distribution building per **Figure 1.0-9 – Site Plan**. 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 - 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 and Waste Discharge Permit for storm drain connections to the Perris Valley Storm Drain;
- 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 – 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, 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.

1.7 Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency must be stated in the EIR summary. Issues of interest to the public and public agencies were identified during the 30-day public comment period of the Notice of Preparation, as well as comments received during the public scoping meeting that was held on June 18, 2025, for the proposed Project at the City of Perris.

A Notice of Preparation for the Draft EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties via digital upload, overnight mail, or delivery on May 30, 2025. A notice advising of the availability of the Notice of Preparation was also posted by the Riverside County Clerk on May 30, 2025. The objective of distributing an Notice of Preparation is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the Draft EIR. Comments received regarding the Notice of Preparation were used to help identify impacts that could result from implementation of the proposed Project.

The Notice of Preparation and Notice of Preparation comment letters are included in Appendices A of this Draft EIR. By the close of the 30-day public review period, six responses to the Notice of Preparation had been received which will be addressed in the Draft EIR. A summary of Notice of Preparation comments has been included in *Section 2.0 (Introduction)*.

The Notice of Preparation prepared and circulated for public review regarding the First Industrial Logistics at Harley Knox and Indian Project (Appendix A) concluded that the proposed Project would not result in potentially significant impacts to: Aestheics, 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/Service Systems, and Wildfire.

CEQA Guidelines Section 15123(b)(3) requires that a Draft EIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved for the proposed Project include decisions by the City of Perris as to whether:

- this Draft EIR adequately describes the potential environmental impacts of the proposed Project;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied;
- the Project should or should not be approved as proposed; or
- the Project should be modified based on the alternatives considered in this Draft EIR.

1.8 Summary of Environmental Impacts

CEQA guidelines Section 15123(b)(1) states that an EIR must contain a brief summary of significant environmental effects associated with the Project. The following table, **Table 1.0-C – Draft EIR Impact**

Summary Matrix, summarizes the environmental impacts analyzed in the Draft EIR and identifies the proposed mitigation measure , if applicable, that would reduce those impacts. The table also includes environmental effects evaluated in the Initial Study (see Appendix A) that include mitigation measures to reduce impacts to less than significant levels.

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Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
IMPACT Category: Aesthetics (Mitigation Measures from Initial Study)		
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	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 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.	
	Additional Project-Level Mitigation Measures	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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.	
IMPACT Category: Agriculture and Forestry Resources		
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant impact
IMPACT Category: Air Quality		
Conflict with or obstructing of implementation of the applicable air quality plan	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
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.)	**Applicable PVCCSP Mitigation Measures** **MM Air 2**: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested	Less than significant.

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	streets or sensitive receptors, and/or signal synchronization to improve traffic flow.	
	MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: • requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), • keeping disturbed/loose soil moist at all times, • requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, • installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, • posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved potions of the project site, • suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, • appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation, • sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	• replacement of ground cover in disturbed areas as quickly as possible.	
	MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	
	MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.	
	MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.	
	MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.	
	MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.	
	MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.	
	MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.	
	MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.	
	MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project],	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	and SOON [Surplus Off-Road Opt-in for NO_X] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.	
	MM Air 14: Each implementing development project shall designate parking spaces for high- occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.	
	MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the Project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.	
	MM Air 20: Each implementing development project shall be encouraged 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. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.	
	Additional Project-Level Mitigation Measures	
	No additional Project-level mitigation is required.	
Expose sensitive receptors to substantial pollutant concentrations	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
IMPACT Category: Biological Resources (Mitigation Measures from Initial Study)		
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service	**Applicable PVCCSP Mitigation Measures** No applicable PVCCSP mitigation measures. **Additional Project-Level Mitigation Measures** **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	Less than significant.

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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.	
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or establish native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	MM BR 1, above.	
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	

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Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	MM BR 1 and **MM BR 2**, above.	
IMPACT Category: Cultural Resources(Mitigation Measures from Initial Study)		
Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	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 shall be the	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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.	
Disturb any human remains, including those interred outside of dedicated cemeteries	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	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	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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). Despite the affiliation with any Native American tribal 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 5097.98l 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.	
IMPACT Category: Energy		
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources,	**Applicable PVCCSP Mitigation Measures** **MM Air 4, MM Air 11, MM Air 12, MM Air 14, MM Air 19** and **MM Air 20** above	Less than significant.

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
during project construction or operation	**MM Air 18:** Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the Project.	
	Additional Project-Level Mitigation Measures	
	No additional Project-level mitigation is required.	
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
IMPACT Category: Geology and Soils (Mitigation Measures from Initial Study)		
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	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	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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. 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.	
IMPACT Category: Greenhouse Gas Emissions		
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	**Applicable PVCCSP Mitigation Measures** **MM Air 2, MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19,** and **MM Air 20** above	Less than significant.

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	Additional Project-Level Mitigation Measures	
	No additional Project-level mitigation	
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
IMPACT Category: Hazards/Hazardous Materials (Mitigation Measures from Initial Study)		
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?	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	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)."	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	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.	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	Additional Project-Level Mitigation Measures	
	MM AES 1, above.	
IMPACT Category: Hydrology and Water Quality (Mitigation Measures from Initial Study)		
Violate any water quality standards or waste discharge requirements.	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	MM Haz 5 above.	
	Additional Project-Level Mitigation Measures	
	No additional Project-level mitigation	
IMPACT Category: Land Use		
Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
IMPACT Category: Noise		
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	MM Noise 1: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	Additional Project-Level Mitigation Measures	
	MM NOI 1: Construction equipment used during nighttime hours, as defined in Perris Municipal Code Section 7.34.060, shall be equipped with engine mufflers that reduce the equipment noise by 15 dBA or greater to meet the maximum noise construction levels of 80 dBA in residential zones.	
Generation of excessive ground-borne vibration or ground-borne noise levels	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
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	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	MM NOI 2: Prior to the issuance of a building permit, the Project applicant or contractor shall provide evidence to the City of Perris that an acoustical analysis was conducted by a noise specialist to confirm that the noise insulation proposed in the final building design is sufficient to achieve the City's and ALUCP's noise standards of 45 CNEL for interior office areas. Interior noise attenuation measures may include construction techniques and noise dampening materials such as, but not limited to, specialized window glazing in the office areas of the proposed building.	
IMPACT Category: Transportation		
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit,	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	MM Trans 1: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
roadway, bicycle and pedestrian facilities	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.	
	MM Trans 3: Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include TUMF (Transportation Uniform Mitigation Fee), DIF (Development Impact Fee) and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required LOS and build or improve roads to their build-out level.	
	MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that would serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.	
	MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	MM Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.	
	MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project-level mitigation that is included in the NPRBBD.	
	Additional Project-Level Mitigation Measures	
	No additional Project-level mitigation is required.	
Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	MM Trans 1 and MM Trans 2, above.	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
	Additional Project-Level Mitigation Measures	
	No additional Project-level mitigation is required.	
IMPACT Category: Tribal Cultural Resources		
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing 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)	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	MM CR 1, MM CR 2 above.	
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	**Applicable PVCCSP Mitigation Measures**	Less than significant.
	No applicable PVCCSP mitigation measures.	
	Additional Project-Level Mitigation Measures	
	MM CR 1, MM CR 2 above.	

Table 1.0-C — Draft EIR Impact Summary Matrix

Impact	Applicable PVCCSP Mitigation Measures and Additional Project-Level Mitigation Measures	Impact After Mitigation
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		

1.9 Alternatives to the Proposed Project

One of the most important aspects of the environmental review process is the identification and assessment of reasonable alternatives that have the potential for avoiding or minimizing the significant impacts of a proposed project. The State CEQA Guidelines (Section 15126(d)) emphasizes the selection of a reasonable range of technically feasible alternatives and adequate assessment of these alternatives to allow for a comparative analysis and consideration by decision-makers. The State CEQA Guidelines state that the discussion of alternatives shall focus on alternatives capable of eliminating or reducing significant adverse environmental effects of a proposed project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.

The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The range of alternatives required in an EIR is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. Pursuant to CEQA, "feasible" has been defined as "...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

1.9.1 Alternatives Summary

The Project objectives allow for the analysis of reasonable alternatives to the proposed Project. A range of reasonable alternatives, that would feasibly attain most of the basic Project objectives, while avoiding or substantially lessening the significant effects of the Project, must be analyzed per CEQA Guidelines Section 15126.6. Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, pursuant to Section 15126.6. This Draft EIR evaluates: Alternative 1) Smaller Building Project, and Alternative 2) Two Smaller Buildings Project.

Table 1.0-D – Comparison of Alternative Matrix, gives a summary of all Project alternatives considered in detail in the Draft EIR and identifies the areas of potential environmental effects per CEQA and ranks each alternative as less, same, or greater than the proposed Project with respect to each area.

Table 1.0-D – Comparison of Alternative Matrix

Environmental Issue	Proposed Project	Alternative 1 Smaller Building	Alternative 2 Two Smaller Buildings
Agricultural Resources	LTS	Similar	Similar
Air Quality	LTSM	Reduced	Reduced
Energy	LTSM	Reduced	Reduced
Greenhouse Gas (GHG) Emissions	LTSM	Reduced	Reduced
Land Use and Planning	LTS	Similar	Similar
Noise	LTSM	Similar	Similar
Transportation	LTS	Similar	Similar
Environmentally Superior		Yes, but to a lesser degree	Yes, but to a lesser degree
Meets Project Objectives		Yes, but to a lesser degree	Yes, but to a lesser degree

LTS = Less than Significant Impact
LTSM = Less than Significant Impact with Mitigation. Mitigation includes Project-specific and/or PVCCSP EIR measures.
SU = Significant and Unavoidable Impact

2.0 Introduction

This Draft Environmental Impact Report (Draft EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000, et seq.) to assess the potential environmental effects of the proposed First Industrial Logistics at Harley Knox and Indian Project (Project) within the Perris Valley Commerce Center (PVCC) area of the City of Perris (City).

The intentions of CEQA are to: (1) inform governmental decision-makers and the public about the potentially significant environmental effects of proposed activities; (2) identify the ways that environmental damage can be avoided or substantially reduced; (3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and (4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose, if significant environmental effects are involved (CEQA Guidelines Section 15002).

The City of Perris is the Lead Agency under CEQA for this Project pursuant to Sections 15051 and 15367 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) (California Code of Regulations, Sections 15,000, et seq.) and will use this document to objectively review and assess the proposed Project prior to approving or denying the Project. As discussed further in *Section 2.3*, this Draft EIR is tiered from the *City of Perris General Plan 2030 Environmental Impact Report* as well as the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (State Clearinghouse No. 2009081086)* (PVCCSP EIR), which are hereby incorporated herein by reference.

2.1 Background

The approximately 25.10-acre gross acre Project site and an approximate 1.10-acre off-site improvement area are located at the northwest corner of Harley Knox Boulevard and Indian Avenue, in the City of Perris in Riverside County and is within the PVCC area. The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the PVCCSP EIR, which was also certified by the City on January 12, 2012. The PVCCSP EIR is a program EIR, and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCC area were anticipated. This Draft EIR is such a document.

The Project site has a General Plan Land Use Designation of PVCC SP – Perris Valley Commerce Center Specific Plan. The Perris Valley Commerce Center Specific Plan (PVCCSP) establishes the zoning for the properties within the PVCC area. The PVCCSP Land Use Plan Designation for the Project site is General Industrial (GI). The Project site is surrounded by land designated in the PVCCSP as GI (to the west and south) and Light Industrial (LI) (to the east). To the north of the Project site, is the Perris Valley Channel lateral B , followed by the City of Moreno Valley.

The Project site is located within the northern portion of the PVCC area, which encompasses more than five square miles and over 3,500 acres that is located 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. The Project site is located on land designated by the California Department of

Conservation in its Farmland Mapping and Monitoring Program as "Prime Farmland" and "Urban and Built-Up Land."

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.

2.2 Purpose and Scope

The purpose of this Draft EIR is to evaluate potential environmental impacts resulting from the implementation of the proposed First Industrial Logistics at Harley Knox and Indian Project. The City of Perris is the Lead Agency under CEQA and is responsible for the preparation of this Draft EIR. This Draft EIR is an informational document intended for use by the City, decision-makers, and members of the general public in evaluating the potential environmental effects associated with the proposed Project. This Draft EIR has been prepared pursuant to the CEQA Guidelines, and the rules, regulations, and procedures for implementing CEQA as implemented by the City.

2.3 Compliance with CEQA

2.3.1 Format

Section 1 of this document covers the summary requirements of CEQA as required by Section 15123 of the CEQA Guidelines. *Section 2* introduces the document, provides background regarding the Project, and discusses this Draft EIR's compliance with CEQA. *Section 2* also provides a summary of the written comments received in response to the Notice of Preparation of a Draft EIR and the comments received at the Draft EIR scoping meeting held for the proposed Project. *Section 3* satisfies the project description requirements of CEQA by discussing the project location, the project objectives, a general description of the project's environmental setting, and a statement of document purpose and intended use. *Section 4* identifies the environmental effects found not to be significant during preparation of the Notice of Preparation and Draft EIR preparation process.

Environmental issues identified in the Notice of Preparation prepared for the proposed Project are discussed in *Section 5* through *Section 8* of this Draft EIR, which has been formatted to address the following general topics: *Environmental Impact Analysis*, *Other CEQA Topics*, *Cumulative Impact Analysis*, and *Alternatives*. Under each issue, an analysis is performed to determine the amount and degree of impact that is associated with the Project. For all identified significant environmental impacts, mitigation measures, where feasible, are recommended in order to reduce the potentially significant impact to a less than significant level or to the maximum extent feasible.

The analysis of impacts and identification of mitigation measures is derived from technical reports which are included as technical appendices to this Draft EIR and from other informational resources as listed in *Section 9 References*.

2.3.2 CEQA Procedures

The EIR process typically consists of three parts – the Notice of Preparation, Draft EIR, and Final EIR. Pursuant to Section 15063 of the CEQA Guidelines, a Notice of Preparation for this Draft EIR with a description of potential adverse impacts was distributed to the Governor's Office of land Use and Climate Innovation State Clearinghouse, responsible agencies, and other interested parties via digital upload, overnight mail, or delivery on May 30, 2025. A notice advising of the availability of the Notice of Preparation was also posted by the Riverside County Clerk on May 30, 2025. Pursuant to CEQA Guidelines Section 15082, recipients of the Notice of Preparation were requested to provide responses within 30 days after their receipt of the Notice of Preparation. Copies of the Notice of Preparation and the Notice of Preparation distribution list are provided in Appendix A.1 to this Draft EIR. Copies of comment letters regarding the Notice of Preparation, received by the City, are included in Appendix A.2. The comment letters are summarized in Section 2.5 – Notice of Preparation Comment Letters. A Draft EIR scoping meeting was held on June 18, 2025 before the City of Perris Planning Commission pursuant to the requirements of CEQA Guidelines Section 15082(c)(1).

This document provides for this Draft EIR stage of the EIR process. Pursuant to Public Resources Code Section 21091(a), this Draft EIR will be published for a 45-day public review and comment period. At the conclusion of the 45-day public review and comment period, the City will prepare the Final EIR, which will include responding to any written comments received on this Draft EIR during the 45-day public review period. The Final EIR will be a separate document.

As the "Lead Agency" for the purposes of CEQA compliance, the City of Perris has the principal responsibility for processing and approving the Project. As set forth in CEQA Guidelines Section 15021, as "Lead Agency", the City of Perris also has the duty to avoid or minimize significant environmental damage where feasible. Furthermore, CEQA Guidelines Section 15021(d) states that, "CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian." Other public agencies (i.e., Responsible and Trustee Agencies) that may use this EIR in their decision-making or permit processing, will consider the information in this EIR along with other information that may be presented during the CEQA process. In accordance with CEQA, the public agencies will be required to make findings for each environmental impact of the Project that cannot be mitigated to a less than significant level. If the Lead Agency determines the benefits of the proposed Project outweigh unavoidable significant environmental effects, the agency will be required to adopt a Statement of Overriding Considerations stating the reasons supporting their action, notwithstanding the Project's significant environmental effects.

2.3.3 Breadth of Environmental Analysis

Pursuant to the provisions of CEQA Guidelines Section 15152, the environmental analysis contained within this Draft EIR shall consist of effects which were not examined as significant effects on the environment in the City of Perris General Plan EIR or the PVCCSP EIR; or which are susceptible to substantial reduction or avoidance by the choice of specific revisions in the Project, by the imposition of conditions, or other means. As appropriate, the general discussions contained within the City of Perris General Plan EIR and the PVCCSP EIR will be incorporated by reference and summarized within this Draft EIR. (CEQA Guidelines Sections 15150 and 15152).

2.4 Effects Found Not to be Significant during Preparation of this Initial Study and Notice of Preparation

CEQA provides that an EIR shall focus on the potentially significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless information inconsistent with the findings in the Notice of Preparation is subsequently received.

Public Resources Code Section 21100(c) states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.

The Initial Study prepared and circulated for public review regarding Project (Appendix A.1) concluded that the proposed Project would not result in potentially significant impacts related to: Aesthetics , Agriculture and Forestry 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 (see *Section 4.0 – Environmental Effects Found Not to be Significant*).

2.5 Notice of Preparation Comment Letters

The public review period for the Notice of Preparation began May 30, 2025, and ended June 30, 2025. The following is a list of all parties from which written comments were received and a brief summary of the issues raised. None of the comments received had the effect of changing the issue areas that the Notice of Preparation had identified to be discussed in this Draft EIR. These letters can be found in Appendix A.2.

Table 2.0-A—Written Comments Received During the Notice of Preparation Comment Period

Commenter / Date of Letter	Summary of Comment Letter	Location in Draft EIR (or IS) in which Comment Letter is Addressed
Native American Heritage Commission (NAHC) May 30, 2025	This comment letter identifies and outlines CEQA guidelines and compliance regarding cultural resources. The NAHC recommends consultation with California Native American tribes and a cultural resources assessment.	▪ Initial Study, Section 6.5 – Cultural Resources ▪ Initial Study, Section 6.18 – Tribal Cultural Resources
Riverside County Fire Department Fire Planning Division June 16,-2025	This letter concurs with the Initial Study determination related to fire and reiterates that with the Project contribution to the City's Development Impact Fees (DIF), potential fire impacts would be addressed.	▪ Initial Study, Section 5.19 – Utilities and Service Systems ▪ Initial Study, Section 6.20 – Wildfire
Riverside County Flood Control and	The letter indicates that the proposed Project is located within the limits of	▪ Initial Study, Section 6.10 – Hydrology and Water Quality

Table 2.0-A—Written Comments Received During the Notice of Preparation Comment Period

Commenter / Date of Letter	Summary of Comment Letter	Location in Draft EIR (or IS) in which Comment Letter is Addressed
Water Conservation District June 10, 2025	Perris Valley Are Drainage Plan for which drainage fees have been adopted for which the proposed Project would be subject to if additional impervious surface areas are created. This letter further indicates an encroachment permit is required for construction related activities occurring within the District's right of way namely within the Perris Valley Channel Lateral B and if a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. The District's previous comments dated July 21, 2022 are still valid.	▪ Initial Study, *Section 5.19 – Utilities and Service Systems*
California Department of Conservation (DOC) June 19, 2025	This comment letter outlines concerns about farmland conversion resulting from direct and indirect implementation of the proposed Project, impacts to current and future agricultural operations in the vicinity such as land use conflicts, increases in land values and taxes, and loss of agricultural support infrastructure, cumulative impacts on agricultural land. The DOC also proposes mitigation measures be implemented for impacted agricultural lands within the proposed Project area.	▪ Draft EIR, *Section 5.1 – Agriculture Resources*
South Coast Air Quality Management District (AQMD) June 18,-2025	This comment letter established South Coast AQMD as a Responsible Agency and requests copies of this Draft EIR and all appendices, including modeling file for review. The South Coast AQMD outlined recommended methodology and guidance documents to be used when preparing the air quality and greenhouse gas analyses, including the evaluation of potential health risk impacts. Mitigation measures for operational air quality impacts from mobile sources, other sources and design considerations to reduce impacts are provided.	▪ Draft EIR, *Section 5.2 – Air Quality* ▪ Draft EIR*, Section 5.3 – Energy* ▪ Draft EIR, *Section 5.4 – Greenhouse Gas Emissions*

Table 2.0-A—Written Comments Received During the Notice of Preparation Comment Period

Commenter / Date of Letter	Summary of Comment Letter	Location in Draft EIR (or IS) in which Comment Letter is Addressed
City of Riverside June 30, 2025	The City requested the traffic analysis scope and study. The City indicated that per their Municipal Code, Section 10.56.050, 3-axle commercial vehicles are prohibited within their City boundary. The City requests that the traffic study and this Draft EIR be updated for consistency with their Municipal Code.	▪ Draft *EIR Section 5.7 – Transportation*

2.6 Comments Received at the Draft EIR Scoping Meeting

A Draft EIR public scoping meeting was held June 18, 2025 with the Perris Planning Commission. In addition to the Planning Commission, one member of the public provided comments. Comments received from the Planning Commission and the public are included in the following table.

Table 2.0-B—Verbal Comments Received During Draft EIR Scoping Meeting.

Topic	Summary of Comment	Location in Draft EIR/ Initial Study in which Comment is Addressed
Air Quality	• Concern was expressed about potential air pollution impacts	• Draft EIR, *Section 5.2 – Air Quality* • Draft EIR, *Section 5.7 – Greenhouse Gas Emissions*
Energy	• Concern was expressed about the potential Impact of energy on the community • Concern was expressed about the potential impacts to the grid • Solar panels, electric vehicle charging should be considered	• Draft EIR, *Section 5.5 – Energy* • Draft EIR, *Section 5.7 – Greenhouse Gas Emissions*
Geology and soils	• Concern was expressed about potential impacts to soils based on prior use	• Initial Study, *Section 6.9 – Geology and Soils*
Greenhouse Gas Emissions	• Concern was expressed about potential greenhouse gas impacts	• Draft EIR, *Section 5.7 – Greenhouse Gas Emissions*
Hazards and Hazardous Materials	• Concern was expressed about potential contamination of water due to previous use	• Initial Study, *Section 6.9 – Hazards/Hazardous Materials*

Table 2.0-B—Verbal Comments Received During Draft EIR Scoping Meeting.

Topic	Summary of Comment	Location in Draft EIR/ Initial Study in which Comment is Addressed
Hydrology/Water Quality	• Concern was expressed about the potential for flooding • Concerns were expressed about water quality	• Initial Study, *Section 6.10 – Hydrology/Water Quality* • Initial Study, *Section 6.19 – Utilities and Service System*
Land Use	• Concern was expressed regarding environmental justice for residents in the Project area	• Draft EIR, *Section 5.5 – Land Use*
Noise	• Concern was expressed about noise impacts	• Draft EIR, *Section 5.6 – Noise*
Transportation	• Concern was expressed about interchange impacts • Concern was expressed about cumulative transportation impacts • Concern was expressed about potential increase in VMT • Concern was expressed about congestion and accidents	• Initial Study, *Section 6.9 – Hazards/Hazardous Materials* • Draft EIR, *Section 5.7 – Transportation* • Draft EIR, *Section 7.0 – Cumulative Impacts*
Alternatives	• Include smaller or two smaller building alternatives	• Draft EIR, *Section 5.5 – Land Use Section*
Cumulative Impacts	• Air quality, greenhouse gas, traffic, and noise to be analyzed based on the most current PVCCSP. Include the data sources used for analysis	• Draft EIR, *Section 7.0 – Cumulative Impacts*

Notes: [a] Comments may also be addressed in other sections of this Draft EIR.

2.7 Potentially Significant Environmental Effects

CEQA Guidelines Sections 15126, 15126.2 and 15126.4 require consideration and discussion of significant environmental effects and mitigation measures proposed to minimize significant effects. All phases of a project must be considered when evaluating its impact on the environment: planning, land acquisition, development, and operation (CEQA Guidelines Section 15126), and an EIR shall identify and focus on the significant environmental effects of the proposed project (CEQA Guidelines Section 15126.2).

The Initial Study determined that the proposed Project may have potentially significant effects on the environment and, therefore, specific issues are discussed further in *Section 5 – Environmental Analysis* of this Draft EIR. Impacts related to the following issues were found to be potentially significant in the Notice of Preparation: Agricultural Resources, Air Quality, Energy, Greenhouse Gas Emissions, Land Use/Planning, Noise, and Transportation. Where applicable, mitigation measures are recommended to reduce significant effects.

Based on the analysis presented in this Draft EIR, no significant unavoidable impacts associated with the implementation of the proposed Project would occur.

Please see the following referenced sections of this Draft EIR for more detailed discussion of each issue area:

- Agriculture Resources (Section 5.1)
- Air Quality (Section 5.2)
- Energy (Section 5.3)
- Greenhouse Gas Emissions (Section 5.4)
- Land Use and Planning (Section 5.5)
- Noise (Section 5.6)
- Transportation (Section 5.7)

2.8 Uses of this Draft EIR

As the Lead Agency, the City of Perris has assumed responsibility for preparing this Draft EIR. The decision to implement the Project is within the purview of the City of Perris. The City decision makers will use the information included in this Draft EIR to consider potential impacts to the physical environment associated with implementation of the proposed Project when making its decision regarding the Project.

This Draft EIR will be made available for review to the public and public agencies for 45 days to allow for the preparation of comments regarding the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the Project might be avoided or mitigated (CEQA Guidelines Section 15204).

The City will use this EIR and supporting documentation for implementation of the proposed Project through the approval of land use proposals. Regulatory agencies will use this EIR and supporting documentation in its decision to issue permits related to development of the subject property.