



CITY OF PERRIS PLANNING COMMISSION

AGENDA

April 17, 2019

City Council Chambers
Meeting to convene at 6:00 P.M.
101 North "D" Street
Perris, CA 92570

1. CALL TO ORDER:

2. ROLL CALL:

Commissioners: McCarron, Scott, Shively, Marin,
Chair Hammond, Vice Chair Arras

3. INVOCATION:

4. PLEDGE OF ALLEGIANCE: Commissioner McCarron,

5. PRESENTATION:

6. CONSENT CALENDAR:

A. Planning Commission Minutes for March 20, 2019

7. PUBLIC HEARING:

A. Development Plan Review 18-00004 - A proposal to construct a 17,544 SF industrial building located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Classic Pacific Business Park Planned Development area. **Applicant:** Mr. Stan Jakubowicz, Holistic, Inc.

REQUESTED ACTION: Adopt Resolution No. 19-04 finding no further CEQA action is required pursuant to Section 15162 and approving Development Plan Review (DPR) 18-00004 to facilitate the construction of a 17,544 SF industrial building, based on the findings contained in the staff report, and subject to the Conditions of Approval.

B. Extension of Time Application (EOT 19-05054) and Minor Modification of Planning Conditions of Approval (MM 19-05055) – A request for an Extension of Time and Minor Modification to Planning Conditions of Approval for Development Plan Review (DPR) 14-03-0025 (aka Western Construction Auction - WCA) to allow construction of permanent modular buildings and other on- and off-site improvements, and operation of a construction equipment auction business. **Applicant:** Gregg Scott, WCA.

REQUESTED ACTION: **Approve the Extension of Time** to allow WCA to complete public and private improvements. **Adopt Resolution No. 19-10** approving revised Planning COA for DPR 14-03-0025.

- C. Major Modification 17-05075** – A proposal to modify Development Plan Review (DPR) 14-02-0014, to construct a 273,000 SF addition to the western side of the existing 864,000 SF Integra Perris Distribution Center (IPDC) and to expand the overall site acreage from 43.2 acres to 53.4 acres through the acquisition of the adjoining undeveloped 10.2 acre parcel located at the northeast corner of Webster Avenue and Markham Street. **Applicant:** Russell Pierce, Integra LLC.

REQUESTED ACTION: **ADOPT Resolution No. 19-08** to Certify the Supplemental Environmental Impact Report (SEIR), SCH No. 2014051065, adopt a Statement of Facts and Findings and a Statement of Overriding Considerations for the SEIR and make findings in support thereof; and **APOPT Resolution No. 19-09** to approve Major Modification 17-05075 to facilitate construction of a 273,000 SF addition to the western side of the existing Integra Perris Distribution Center based on the findings and subject to condition of approval.

8. BUSINESS/WORKSHOP:

A. Planning and Economic Development Updates

9. PUBLIC COMMENTS:

Anyone who wishes to address the Planning Commission regarding items not on the agenda may do so at this time. Please walk up to the podium and wait for the Chairperson to recognize you. Please speak clearly, give your name, spell your last name, and address for accurate recording in the minutes. Each speaker will be given three (3) minutes to address the Planning Commission.

10. COMMISSION MEMBERS ANNOUNCEMENTS OR REPORTS:

11. DIRECTOR OF DEVELOPMENT SERVICES REPORTS AND/OR INFORMATION:

12. ADJOURNMENT

Planning Commission Agenda

CITY OF PERRIS
April 17, 2019

Item

6A

Planning Commission
Minutes for March 20, 2019

CITY OF PERRIS

MINUTES:

Date of Meeting: March 20, 2019

05:57 PM

Place of Meeting: City Council Chambers

Commission Members Present: Commissioner Shively, Vice Chair Arras, Chairman Hammond, Commissioner Scott, Commissioner McCarron, and Commissioner Marin.

1. CALL TO ORDER:

2. ROLL CALL: Commissioners: Marin, McCarron, Scott, Shively, Chair Hammond, Vice Chair Arras

Commission Members Present: Commissioner Shively, Vice Chair Arras, Chairman Hammond, Commissioner Scott, Commissioner McCarron, and Commissioner Marin.

3. INVOCATION:

4. PLEDGE OF ALLEGIANCE: Commissioner Marin

5. PRESENTATION:

6. CONSENT CALENDAR:

A. Planning Commission Minutes for February 20, 2019

Chair Hammond clarified that the recommendation for solar panels for the Ellis Apartments was given by Commissioner Shively.

The Chair called for a motion.

M/S/C: Moved by Vice Chair Arras, seconded by Commissioner McCarron to Approve Planning Commission Minutes for February 20, 2019.

AYES: Commissioner Shively, Vice Chair Arras, Chairman Hammond, Commissioner Scott, Commissioner McCarron, Commissioner Marin.

NOES:

ABSENT:

ABSTAIN:

7. PUBLIC HEARING:

A. Ordinance Amendment (OA) 19-05041 - Proposal to adopt an ordinance which amends Chapter 19.85 of the Municipal Code in its entirety to update and revise regulations for

Wireless Telecommunication Facilities on public and private properties. Applicant: City of Perris

REQUESTED ACTION: Adopt Resolution 19-05 recommending that City Council find the Ordinance Amendment categorically exempt pursuant to Sections 15060(c)(2) and 15061(b)(3) of CEQA and that the City Council approve the Ordinance Amendment to amend Chapter 19.85 of the Municipal Code in its entirety, based on the findings.

Contract Planner Blais, presented the proposal for the Ordinance Amendment which amends Chapter 19.85 of the Municipal Code in its entirety to update and revise regulations for Wireless Telecommunication Facilities on public and private properties.

Commissioner McCarron, requested clarification on the approving body under this new Ordinance Amendment.

Chair Hammond, asked for the time frame for when the City will take over the small cell wireless facility poles.

Planning Manager Phung, clarified that within 2-3 months the City will take over ownership of the poles, and outlined the responsibilities of the applicant for these poles.

Commissioner Shively, commented on whether a maintenance agreement with the applicant is required, and who is responsible for any required maintenance.

Applicant Julio Figueroa, presented on behalf of At&t to the Commission.

Planning Manager Phung, clarified that the applicant is also representing Item 7.B.

The Chair called for a motion.

M/S/C: Moved by Commissioner Marin, seconded by Commissioner McCarron to Approve Resolution 19-05 finding the Ordinance Amendment categorically exempt pursuant to Sections 15060(c)(2) and 15061(b)(3) of CEQA and that the City Council approve the Ordinance Amendment to amend Chapter 19.85 of the Municipal Code in its entirety, based on the findings.

AYES: Commissioner Shively, Vice Chair Arras, Chairman Hammond, Commissioner Scott, Commissioner McCarron, Commissioner Marin.

NOES:

ABSENT:

ABSTAIN:

- B. Conditional Use Permit (CUP) 18-05339 - A proposal to lease, install and operate new small cell wireless facilities within the public right-of-way in three separate locations consisting of replacing existing street lights with new light poles and the installation of single wire small cell wireless facilities. Applicant: New Cingular Wireless PCS, D/B/A AT&T REQUESTED ACTION: Adopt Resolution 19-06 finding the proposed project Categorically Exempt from CEQA under Section 15300, Class 1 Existing Facilities, and approving Conditional Use Permit 18-05339 to facilitate the lease, installation and operation of new small cell, stealth wireless facilities within the public right-of-way on replacement streetlights located in three locations in the City of Perris, based on the findings and subject to the Conditions of Approval.

Contract Planner Blais, presented a proposal to lease, install and operate new small cell wireless facilities within the public right-of-way in three separate locations consisting of replacing existing street lights with new light poles and the installation of single wire small cell wireless facilities.

Assistant City Attorney Khuu, clarified a question on conflict of interest.

Vice Chair Arras, commented that he previously visited the San Jacinto Street site.

Commissioner Marin, asked if additional ADA compliance conditions for truncated domes can be attached to the site.

Planning Manager Phung, stated that the applicant can respond to the additional ADA conditions and clarified that both sides of the street shall be upgraded if this condition is required.

Commissioner McCarron, asked if the nearby property owners were notified of the proposed small cell wireless facilities.

Commissioner Shively, discussed the potential situation of vegetation removal and replacement.

Chair Hammond, asked who would be responsible for nearby tree maintenance for these locations.

Vice Chair Arras, commented on the time frame in place for pole replacement and maintenance.

Applicant Walter Callejas, addressed questions raised by the Commissioners.

Commissioner Shively, asked if future collocation on a pole is feasible and if there would be any interference.

Commissioner McCarron, asked why At&t chose these locations.

Applicant Julio Figueroa, addressed questions about further expansion of At&t in Perris.

Commissioner Marin, requested clarification on the life expectancy of software and equipment associated with these small cell sites, and whether the applicant would be willing to install truncated domes.

Commissioner Shively, expressed his views on the appearance of the poles and any associated potential liability.

Vice Chair Arras, supported the commercial locations proposed, but was concerned with the neighborhood location due to potential vandalism.

Commissioner McCarron, expressed his support of the commercial locations but not the residential one.

Commissioner Marin, asked questions on the design guidelines and asked for truncated domes for the ADA ramps at the residential location.

Chair Hammond, spoke on the new FCC law and its requirements, replacement responsibilities, and that Staff should create a map of all approved locations.

Applicant Julio Figueroa, addressed the feedback from Staff and the Commission.

The Chair called for a motion.

M/S/C: Moved by Vice Chair Arras, seconded by Commissioner Marin to Approve Resolution 19-06 finding the proposed project Categorical Exempt from CEQA under Section 15300, Class 1 Existing Facilities, and approving Conditional Use Permit 18-05339 to facilitate the lease, installation and operation of a new small cell, stealth wireless facilities within the public right-of-way in three locations in the City.

AYES: Commissioner Shively, Vice Chair Arras, Chairman Hammond, Commissioner Scott, Commissioner McCarron, Commissioner Marin.

NOES:

ABSENT:

ABSTAIN:

- C. Temporary Use Permit (TUP) 19-05045 - Proposal to establish a temporary rock crushing operation in two separate locations within the Green Valley Specific Plan to recycle and reuse existing stockpiled rock and concrete construction debris for aggregate base, backfill, and other road improvement activities. Applicant: Mamco Inc. D/B/A Alabbasi Construction & Engineering REQUESTED ACTION: Adopt Resolution 19-07 finding the proposed project Categorical Exempt from CEQA under Section 15304, Class 4(e), Minor Alteration to Lands, and approving Temporary Use Permit 19-05045 to facilitate the a temporary rock crushing operation in two separate locations within the Green Valley Specific Plan, based on the findings and subject to the Conditions of Approval.

Planning Manager Phung, presented a proposal to establish a temporary rock crushing operation in two separate locations within the Green Valley Specific Plan to recycle and reuse existing stockpiled rock and concrete construction debris for aggregate base.

Commissioner Shively, recused himself from this item.

Vice Chair Arras, acknowledged that he previously visited the site.

Commissioner Marin, asked what motivated the applicant to come forward with this request.

Commissioner McCarron, asked if the surrounding property owners were notified of the proposal and if any comments were submitted to Staff.

Commissioner McCarron, expressed concerns of dust being generated by the proposed construction.

Commissioner Scott, inquired if any additional screening of the concrete operation was proposed.

Applicant Rumzi Alabbasi, presented to the Commission that a sub contractor will do the crushing, the AQMD dust standards, screening of concrete material, transit of material, the sound study, and screening of the crushing equipment.

Commissioner McCarron, asked if the concrete material onsite was enough to complete Murrieta Road.

Commissioner Arras, inquired about how many crushers will be onsite.

Commissioner Marin, expressed his support of the proposal and that it will negate trucking in the material from offsite.

Commissioner McCarron, supported the proposal and that enough material will be produced onsite to complete all of the Murrieta Road improvements.

Chair Hammond, commented that he thinks keeping the operation centralized is the best option compared to the constant truck traffic required to export and import the material.

The Chair called for a motion.

M/S/C: Moved by Vice Chair Arras, seconded by Commissioner Marin to Approve Resolution 19-07 finding the proposed project Categorical Exempt from CEQA under Section 15304, Class 4(e), Minor Alteration to Lands, and approving Temporary Use Permit 19-05045 to facilitate a temporary rock crushing operation. Also amend Condition of Approval 16e to add signage for dust control.

AYES: Vice Chair Arras, Chairman Hammond, Commissioner Scott, Commissioner McCarron, Commissioner Marin.

NOES:

ABSENT:

ABSTAIN:

8. BUSINESS/WORKSHOP:

9. PUBLIC COMMENTS: Anyone who wishes to address the Planning Commission regarding items not on the agenda may do so at this time. Please walk up to the podium and wait for the Chairperson to recognize you. Please speak clearly, give your name, spell your last name, and address for accurate recording in the minutes. Each speaker will be given three (3) minutes to address the Planning Commission.

10. COMMISSION MEMBERS ANNOUNCEMENTS OR REPORTS:

Commissioner Marin, spoke on enforcement of business practices.

Chair Hammond, requested an update on new development within the City.

11. DIRECTOR OF DEVELOPMENT SERVICES REPORTS AND/OR INFORMATION:

A. Update on Western Construction 3-year phasing plan to obtain permits and complete all improvements associated with DPR 14-03-0025 approval.

Planning Manager Phung, indicated Western Construction Auction will be brought back to the Planning Commission on April 17th, and he elaborated on the details of the Planning Commission moving down to 5 members and application procedures.

Commissioner McCarron, suggested that Planning Commission appointments should be for 2 year and 4 year appointments.

Chair Hammond, clarified with Staff that the Planning Commission application period beginning the first week of April for a 30 day period.

Director of Planning & Economic Development Dr. Williams, indicated staff will provide development updates for the next Planning Commission meeting; The City Council asked Staff to re-examine the PVCC SP to potentially reduce industrial areas, and that a hotel project was recently submitted for City review.

12. ADJOURNMENT

Planning Commission Agenda

CITY OF PERRIS
April 17, 2019

Item

7A

Development Plan Review
18-00004



CITY OF PERRIS


PLANNING COMMISSION

AGENDA SUBMITTAL

MEETING DATE: April 17, 2019

SUBJECT: **Development Plan Review 18-00004** - A proposal to construct a 17,544 SF industrial building located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Classic Pacific Business Park Planned Development area. **Applicant:** Mr. Stan Jakubowicz, Holistic Inc.

REQUESTED ACTION: **Adopt Resolution No. 19-04** finding no further CEQA action is required pursuant to Section 15162 and approving Development Plan Review (DPR) 18-00004 to facilitate the construction of a 17,544 SF industrial building, based on the findings contained in the staff report, and subject to the Conditions of Approval.

CONTACT: Dr. Grace Williams, Director of Planning and Economic Development 

BACKGROUND/DISCUSSION:

The applicant, Holistic, Inc., is proposing to construct an industrial building to house Holistic Inc., and Humboldt Direct Gardening Supply, totaling 17,544 SF on approximately 1.03 acres located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Classic Pacific Business Park (CPBP) Planned Development area. The building footprint is 11,982 SF with mezzanine office space and will include two separate suites, distributed as follows:

- Holistic Inc., will occupy 13,367 SF of the building (Suite A), including 8,124 SF of the main floor for dispensary use and 5,243 SF of the mezzanine for related retail & office use; and
- Humboldt Direct Gardening Supply will occupy 4,177 SF of the building (Suite B) including 3,858 SF of main floor and 319 SF of the mezzanine for related office use.

Holistic Inc., is a Medical and Adult Use Marijuana Dispensary and Humboldt Direct Gardening Supply, is a retail hydroponics and gardening supply business that has been in operation since 2011 and currently occupies space in another building within the Classic Pacific Business Park located at 1622 Illinois Ave.

The Classic Pacific Business Park Planned Development (CPBP PD) was approved by City Council in April of 2006 and has been amended. The CPBP PD encompasses approximately 27.32 acres and is generally located east of the I-215 Freeway, west of Trumble Avenue and north of Ethanac Road. The purpose of the CPBP PD was to create a business park by subdividing the property into twenty-one (21) lots of varying size and the construction of twenty-one (21) buildings containing compatible commercial, light industrial and mixed uses. Subsequent developments that are consistent with the CPBP Planned Development require a Development Plan Review (DPR) application for review of architecture and site layout, subject to Planning Commission review and approval.

The architecture for the proposed project meets the intent of the CPBP architectural design concept; providing for a clearly defined base, body and cap, as well as symmetry and balance. The building is a contemporary style, concrete tilt-up building that is articulated through varying rooflines and projections and the use of high quality accent materials that are concentrated at entries and the Illinois Avenue frontage.

The proposed site is located approximately 9 miles southeast from March Air Reserve Base and roughly 4 miles southeast of Perris Valley Airport and is outside the primary approach areas and the Airport Influence Area and, as such does not conflict and is compatible with relevant MARB & PVA Land Use Compatibility Plans and ALUC review was not required.

A public hearing notice was mailed to affected public agencies, property owners, residents, and commercial tenants within 300-feet of each of the three (3) proposed sites. As of the writing of this report, no comments in opposition have been received from the neighboring property owners, commercial tenants or public agencies.

The proposed project is in substantial conformance with the development contemplated and analyzed as part of the originally approved Classic Pacific Business Park for which a negative declaration was prepared and adopted (No. 2215). As such, the proposed project is covered under the adopted Negative Declaration No. 2215, and no further CEQA action is required pursuant to Section 15162.

BUDGET (or FISCAL) IMPACT: Costs for staff preparation of this item are borne by the applicant.

Prepared by: Mary Blais, Contract Planner

REVIEWED BY: Kenneth Phung, Planning Manager *KP*

Attachments:

Staff Report
Exhibit A – Conditions of Approval (Engineering, Planning, Public Works, Fire, Building)
Exhibit B – Aerial View
Exhibit C – Existing Zoning/Gen Plan Map
Exhibit D – Classic Pacific Bus. Park Site Plan
Exhibit E – Site Landscape Plan
Exhibit F – Floor Plans
Exhibit G – Architecture
Exhibit H – Resolution 19-04

Consent:

Public Hearing: X

Business Item:

Presentation:

Other:

**PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
CITY OF PERRIS**

STAFF REPORT

CASES: Development Plan Review No. 18-00004

Environmental Determination: No further CEQA action is required pursuant to Section 15162 where a Negative Declaration (No. 2215) was adopted for the previously approved Classic Pacific Business Center and it was determined the proposed project does not trigger substantial changes from the previously approved project.

Date: April 17, 2019

Project Planner: Mary Blais

Owner/Applicant: Mr. Stan Jakubowicz
Holistic, Inc.
872 Washington Street
Perris, CA 92571

Location: South Side of Illinois Avenue, between the 215 freeway on the west and Trumble Road on the east.

PROJECT DESCRIPTION: A proposal to construct a 17,544 SF industrial building located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Classic Pacific Business Park Planned Development area. The Development Plan Review lays out the proposed Project site plan, architectural elevations, associated parking, and landscaping.

Acreage:

<i>APN</i>	<i>Acreage</i>	<i>Land Use</i>
329-250-032	1.03	Vacant

Related Cases: Classic Pacific Business Park No. #ZC 05-0333, TPM 05-0334 & DPR #05-0335

EXISTING ZONING AND LAND USE:

Existing Zoning: Commercial Community (CC) - Planned Development Overlay (PDO)

Surrounding

<i>Direction</i>	<i>Zoning</i>
North	CC/PDO
South	CC/PDO
East	CC
West	CC/PDO

Zoning:

Existing Land Use:

Vacant, Disturbed

Surrounding

Land

<i>Direction</i>	<i>Land Use</i>
North	Commercial, Warehouse
South	Vacant, Disturbed
East	Vacant, Disturbed
West	Vacant, Disturbed

Uses:

ANALYSIS & REVIEW:

PROJECT BACKGROUND

The Classic Pacific Business Park (CPBP) Planned Development was approved by City Council in April of 2006 and recently amended in 2011. The CPBP Planned Development encompasses approximately 27.32 acres and is generally located east of the I-215 Freeway, west of Trumble Avenue and north of Ethanac Road. The purpose of the CPBP Planned Development was to create a business park by subdividing the property into twenty-one (21) lots of varying size and the construction of twenty-one (21) buildings containing compatible commercial, light industrial and mixed uses and included the following entitlement actions:

- A rezone from Community Commercial (CC) to Community Commercial Planned Development Overlay (ZC 05-0333);
- A Tentative Tract Map to subdivide 27.32 acres into 21 lots of varying sizes (TPM 05-0334) and 2 common lots, C&D, to be used for recreation and open space, respectively;
- A Development Plan Review (DPR #05-0335) to develop the area as a mixed use planned development in a business park setting, consisting of 21 numbered buildings, totaling 387,993 sq. ft.; and
- Adoption of Negative Declaration No. 2215.

Subsequent developments that are consistent with the CPBP Planned Development require a Development Plan Review (DPR) application for review of architecture and site layout, subject to Planning Commission review and approval.

The project site is currently vacant and has been subject to historic and present heavy human disturbances. The entire site has been rough-graded and periodically tilled to control weeds. In addition, illegal dumping as well as fill dirt harvesting has occurred in the past few years, leaving the site in a disturbed state containing native and non-native weeds with no existing natural habitat or drainages on the site. The area surrounding the site is also located within the CPBP Planned Development and zoned as Commercial Community (CC) with a Planned Development Overlay. The immediate surrounding area is in transition and the uses immediately north of the site are commercial and light industrial.

The proposed building will house Holistic Inc., a Medical and Adult Use Marijuana Dispensary and Humboldt Direct Gardening Supply, which is a retail hydroponics and gardening supply business that has been in operation since 2011 and currently occupies space in another building within the Classic Pacific Business Park located at 1622 Illinois Ave.

In November 2016, the City Council adopted regulations (Chapter 5.54 of the Perris Municipal Code) to establish a comprehensive set of regulations with an attendant regulatory permit applicable to the operation of medical marijuana dispensaries to ensure that such operations are in compliance with California's Compassionate Use Act of 1996, California's Medical Marijuana Program Act of 2003 and California's Medical Marijuana Regulation and Safety Act of 2015 (Ord. No. 1330 & 1339). In addition, the City wanted to diversify its range of economic activity.

Medical Marijuana Dispensary facilities can only locate and operate in certain zoning districts in the city, including Commercial Neighborhood (CN) Zone, the Commercial Community (CC) zone or Industrial zones as defined more fully in Title 19 of the Perris Municipal Code. Medical Marijuana Dispensaries are not permitted to be located within 1,000 feet of schools, parks, places of worship, youth-oriented facilities or community centers, or within 600 feet of a residential zone.

In order to establish a retail medical marijuana dispensary, the applicant is first required to obtain approval for Development Plan. In this case, the project requires Planning Commission approval of the Development Plan because it involves new construction over 2,500 sq. ft. in size. Following approval of the Development Permit by the Planning Commission, the owner is required to obtain a regulatory (e.g. Operator's) permit from the Development Services Director, following a detail review by the City's Cannabis Consultant, HdL Companies, prior to start of operations. In addition, the owner must secure a business license, at which time all relevant permits from the State would need to have been secured.

In April 2018, the City Council suspended Operator's Permits for dispensaries due to overconcentration concerns of storefront dispensaries in the City. The applicant for this proposed dispensary had submitted and completed the review process for their Operator's Permit in May 2018, and submitted their Development Plan application prior to Council suspending Operator's Permits and continued to make diligent progress in the Development Plan Review entitlement process, as required, therefore, the applicant was allowed to proceed.

The proposed site is located approximately nine miles southeast from March Air Reserve Base and roughly four miles southeast of Perris Valley Airport and is outside the primary approach areas and the Airport Influence Area and, as such does not conflict and is compatible with relevant MARB & PVA Land Use Compatibility Plans and ALUC review was not required.

PROJECT DESCRIPTION

The applicant, Holistic, Inc., is proposing to construct an industrial building to house Holistic Inc., and Humboldt Direct Gardening Supply, totaling 17,544 SF on approximately 1.03 acres located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the CPBP Planned Development area. The building footprint is 11,982 SF with mezzanine office space and will include two separate suites, distributed as follows:

- Holistic Inc., will occupy 13,367 SF of the building (Suite A), including 8,124 SF of the main floor for dispensary use and 5,243 SF of the mezzanine for related retail & office use; and
- Humboldt Direct Gardening Supply will occupy 4,177 SF of the building (Suite B) including 3,858 SF of main floor and 319 SF of the mezzanine for related office use.

The site improvements include 7,961 SF (17% of site area) of landscaping, perimeter lighting, thirty-five (35) parking spaces, loading area screening, and water quality management improvements per required standards. The project site consists of one existing parcel (329-250-032), therefore no further subdivision action is required.

Holistic Inc., is a Medical and Adult Use Marijuana Dispensary and Humboldt Direct Gardening Supply, is a retail hydroponics and gardening supply business that has been in operation since 2011 and currently occupies space in another building within the Classic Pacific Business Park located at 1622 Illinois Ave.

The proposed dispensary includes the sales of edible and smokable cannabis products, which can be purchased on-site or delivered. The facility will operate from 8:30 am to 10:00 pm, consistent with State law and deliveries will be restricted to these hours. The facility will also provide an ATM machine as well as snack vending machines. The dispensary is expected to employ fifteen (15) full-time personnel, including 2 licensed, armed security guards, which will patrol the site 24-hours a day. The security guards will also provide protection for the retail hydroponics store. Conditions of Approval ensure that the project will operate and be maintained in accordance with State Law, Chapter 5.54 of the City's Municipal Code and affected agency regulations.

The proposed retail hydroponics facility, Humboldt Direct Gardening Supply, is an established business that will be relocating from another building within the Classic Pacific Business Park to the proposed location to increase their visibility and to take advantage of the synergy between the two related businesses. In addition to hydroponic supplies, the business sells garden supplies, nutrients, fans, ventilators, bags, pots, and greenhouse, water, aeration and lighting supplies for use in cultivation activities. The business will employ seven (7) full-time personnel and operate 9am-7pm, M-F and 10am-6pm on Saturday and Sunday.

PLANNING AREA:

The proposed project is located in Planning Area 9, “Southeast Commercial,” of the General Plan (2030), which is designated for a mixture of uses to be served by two I-215 interchanges. Planning Area 9 is bound by Ellis Road on the north, Interstate 215 to the east, and northeast, the San Jacinto River to the west and northwest and Ethanac Road to the south at the city limit boundary. The General Plan describes Planning Area 9 as a mixture of industrial, commercial and residential land uses that are compatible with existing land uses affording for opportunities along the I-215 corridor for new retail and commercial development to increase city revenues. Two specific plans, including Green Valley and Riverglen, account for the majority of the land area. These specific plans provide for a mix of business, commercial and residential uses that are governed by Specific Plan development standards and criteria. The proposed project is consistent with the land use expected for Planning Area 9.

PROJECT ANALYSIS:

GENERAL PLAN AND ZONING CONSISTENCY

The current General Plan designation for the site is Community Commercial (CC) and the proposed uses are consistent with the uses contemplated within the CC General Plan and use designation. Therefore, the proposed uses are consistent with the General Plan.

The current zoning for the site is also Community Commercial (CC) with a Planned Development Overlay (PDO). The proposed dispensary is a permitted use in the CC zone district per Chapter 5.54 (Medical Marijuana Dispensary Regulatory Program), which allows medical marijuana dispensaries and appurtenant office and retail uses to locate and operate in the Commercial Community (CC) zone as long as the use is not located within 1,000 feet of a school, park, place of worship, youth-oriented facility or community center or within 600 feet of a residential zone. The proposed use meets the locational criteria and is therefore permitted. Thus, the proposed uses are consistent with the CC zoning district.

Further, per the approved CPBP development criteria, the uses for this site were expanded to permit any use within the Light Industrial (LI) zoning. The proposed uses are also consistent with the LI zoning, which anticipated subordinate retail and office uses that are complementary to the principal use. Finally, the proposed project meets the development criteria of the CC zoning district, as well as the predicted location and maximum footprint SF contemplated by the CPBP, and is therefore consistent with and implements the CPBP.

The design of the proposed project has been reviewed for compliance with the General Plan, the Classic Pacific Business Park (CPBP) and the CC zoning district regulations and determined to meet or exceed these policies and provisions. As such, the proposed project is consistent with both the General Plan and the zoning district.

MARB AIRPORT LAND USE COMPATIBILITY PLAN

The proposed project is located approximately nine miles southeast from March Air Reserve Base and roughly four miles southeast of Perris Valley Airport and is outside the primary approach areas and the Airport Influence Area and, as such does not conflict and is compatible with relevant MARB & PVA Land Use Compatibility Plans and ALUC review was not required.

DEVELOPMENT STANDARDS

Development Criteria

All buildings and uses within the Classic Pacific Business Park (CPBP) are subject to the underlying CC development standards, *with the exception of the lot size, lot width, lot depth, parking ratio and street frontage criteria, which were allowed to deviate as part of the PD Overlay* in order to achieve superior site planning.

To demonstrate that the CPBP site plan provided for a superior site planning, while meeting the CC development regulations (as modified), each of the proposed 21 buildings were numbered on the approved site plan and the maximum building footprint was identified, along with the allowable uses, and resultant parking ratio and on-site landscape percentages. The proposed project corresponds to Building “W-11” on the CPBP site plan, which contemplated a maximum building footprint of 20,251 SF, resulting in a maximum 38.8% building coverage and a total of 13% onsite landscaping. The proposed building footprint is only 17,544 SF, which is well under the maximum 20,251 SF building footprint contemplated. As a result, the project is well under the maximum anticipated building coverage permitted by the CC zoning district and provides a greater percentage of onsite landscaping.

Table 1 below summarizes the proposed project’s compliance with CC Development Standards:

TABLE 1: CC Development Standards			
Development Standard	Required	Provided	Complies
Minimum Lot Size	1-acre	1.03-acre	Yes
Lot Width	100'	217'	Yes
Lot Depth	150'	213'	Yes
Lot Coverage	50% max	26%	Yes
F.A.R.	0.75 FAR	.38	Yes
Structure Height	45'	33' 3" to top of parapet	Yes
Front Setback* Adjoining Local/Collector	10'	11'	Yes
Side Setback	None	32'8"	Yes
Street Side Setback (Easement)	10'	56'	Yes
Rear Setback	None	30'	Yes
Structure Separation	None	N/A	Yes
Landscape Coverage	10%	17.4%	Yes

* Per Section 19.08 of the PMC Front lot line means the line dividing a lot from the street.

As Table 1 above shows, the lot coverage by structure is 26% and the FAR is .38, thus, the proposed project is in compliance with both the lot coverage and FAR provision of the CC zoning district.

The CC zone requires a minimum front yard setback of 10 feet for projects fronting locals/collectors (Illinois Ave), plus an additional 5' for each 10' of structure over 20'. Per Perris Municipal Code (P.M.C.) 19.08 (Definitions), the front lot line setback means a line dividing a lot from the street. Thus, although the primary entrances to the building do not front the street, the front setback is still measured from the street. Therefore, Illinois Avenue is the front of the project and requires a ten-foot setback. The proposed site plan depicts a building setback of 11' from the Illinois Avenue property line to the building line; therefore it complies with the front setback provision in the CC district. Moreover, all other setback requirements and development criteria are exceeded. Overall, the Project adheres to the development standards for Community Commercial (CC).

Access and Parking

The site is a rectangular-shaped property of approximately 1.03-acres located on the south side of Illinois Avenue, between the I-215 on the west and Trumble Avenue on the East. The proposed site will be accessed from Illinois Avenue through a 40' wide, shared driveway access easement as established and contemplated by the CPBP site plan. The building is oriented east/west, with the primary building entries facing west, adjacent to the shared driveway easement. Customers will enter the building from surface parking areas immediately west and south of the building. Pedestrian access connections are provided from public sidewalks as required and ADA paths of travel are also provided from sidewalks to primary building entrances and the trash enclosure.

Two-way drive aisles provide a minimum width of 24' to ensure adequate maneuverability. Loading activities will occur from a designated loading space, located on the east side of the building where they will be less visible.

Parking requirements for the proposed project are governed the CPBP, which established a blended parking ratios based on the uses contemplated for each building, resulting in an overall ratio of 1 space per 350 square feet across the entire Business Park. The parking ratio contemplated for the proposed site was 1.9 spaces per 1,000SF, which is almost double the ratio that would have been required through the strict application of the parking provisions in Section 19.69 of the Municipal for the uses contemplated, which called for 1 space per 1,000SF. The parking ratio contemplated for Building # W-11 was 1.9 spaces/1,000 sq. ft. per the approved Classic Pacific Business Park Development Plan, which is a mixed-use parking ratio that accounts for office, retail and light industrial uses, resulting in a greater number of overall parking spaces for the Business Park than required by City Code. Applying the CPBP ratio of 1.9 spaces per 1,000SF results in a requirement of 34 parking spaces for the proposed 17,544 SF building.

Table 2 below provides a summary of the project's parking requirements per Section 19.69, which shows the CPBP ratio of 1.9/1,000 SF meets the intent of Section 19.69.

Table 2. Parking Requirement (Section 19.69)					
Uses	SF	Ratio per Section 19.69	Spaces Required	Spaced Provided	Complies
Office	391	1 / 250 SF	2	2	Yes
Retail	5,243 SF	1 / 250 SF	21	21	Yes
Warehouse (for 1st 20,000 SF)	11,982 SF	1 space per 1,000 SF	12	12	Yes
TOTAL	17,544 SF	-	35	35	Yes

For projects that require between 26 and 50 parking stalls, a minimum of two (2) accessible parking stalls shall be provided per P.M.C. Section 19.69.3. The proposed Project includes two (2) car accessible parking stalls and one (1) van accessible stall. In addition, two designated Clean Air Electric Vehicle charging stations have been provided near the building entrances as required. One loading space has been designated on the east side of the building where it is less visible from the right-of-way.

Of the 35 automobile spaces, the majority is located along the south end of the building, where they are less visible from the Illinois Avenue right-of-way. The site plan was evaluated to ensure adequate maneuverability is provided for fire and service vehicle access. Overall, the Project meets the CPBP and Section 19.69 of the Municipal Code for Off-Street Parking and loading.

CONCEPTUAL LANDSCAPING

The applicant has submitted a conceptual landscape plan that is in substantial compliance with the conceptual landscape theme contemplated for the Classic Pacific Business Park, which was designed to comply with landscape provisions for commercial and industrial uses outlined in Sections 19.02.130 and 19.70 of the City’s Zoning Code. The Zoning Code requires a rate of 10% across the site for commercial and industrial zones. The conceptual landscape plan proposes a total of 7,961 of onsite landscaping for the project, which equates to 17.4% of the overall site area. The CPBP site plan contemplated a total of 13.2% for this site.

Landscaping is concentrated along Illinois Avenue, parking lot entrances and various areas at the base of the building. Landscaping is not required on the south side of the building due to the loading activities.

As contemplated by the conceptual landscaping plan for the Classic Pacific Business Park, the proposed project provides for a combination of landscaping materials along Illinois Avenue and within parking areas and is intended to screen the parking lot and trash enclosure, provide parking lot shade, soften the building and enhance overall curb appeal.

Various landscape areas also function as bio-swales per the approved Preliminary Water Quality Management Plan. The applicant has also provided enhanced landscaping at driveways entrances. The project has been conditioned to ensure that the final landscape plan meets all requirements outlined in Section 19.70 of the City’s Zoning Code including 50% shade requirements, 1 tree per 6 parking stalls and other tree and shrub size and quantity ratios.

PERIMETER WALL AND FENCING, SECURITY

The proposed screening scheme for the site consists of an 8' tall decorative slump stone block wall in a tan color to match the building. It provides for articulation through a projecting 16"x16" slump stone columns in a contrasting gray color, spaced at 16' intervals to add visual interest. The wall and columns are capped with a matching gray stone to provide a finish look. The wall starts at the northeast corner of the building and extends east to the property line and then wraps around and extends the entire length of the eastern and southern property lines to screen the loading area, trash enclosure and the majority of on-site parking from the Illinois right-of-way.

In addition to a block wall to secure the eastern and southern perimeter of the site, the applicant created a security plan that complies with Chapter 5.54. The Plan calls for security cameras to be stationed on the interior and exterior of the building and perimeter, including the parking lot, loading area, trash enclosure, entrances, exits and general paths of travel. Cameras will be set to record data 24 hours per day 7 days per week (24/7) and to store data for 90 days. The building will also be equipped with a state-of-the-art fire and burglar alarm system that is centrally monitored by a licensed company, 24/7. Two armed, licensed, and bonded security guards will further secure the premises, 24/7. The detailed security plan will be approved as part of the operating permit as mandated by Chapter 5.54 of the Perris Municipal Code including specific locations for security cameras, alarm locations, etc.

ODOR CONTROL

Dispensary operations can generate natural odors associated with marijuana products. As mandated by Chapter 5.54 of the Perris Municipal Code all dispensary activities are required to occur within the enclosed building, which must be equipped with ventilation/air filtration systems to ensure that City requirements for odor control are met. Generally, a Carbon Filtration system will be utilized to scrub and neutralize the air of odors and particulate matter.

ARCHITECTURE

The architecture for the proposed project meets the intent of the CPBP architectural design concept; providing for a clearly defined base, body and cap, as well as symmetry and balance. The building is a contemporary style, concrete tilt-up building that is articulated through varying rooflines and projections and the use of high quality accent materials that are concentrated at entries and the Illinois Avenue frontage.

The proposed color palette and materials provide variety and interest through the use of color tones ranging from a dark brown at the base to a light tan/taupe near the roofline. Complimentary color bands, natural stone and hardboard siding create effective transitions and help to further articulate the façade of the proposed building. Multi-paned windows and storefronts are provided at each end of the façade facing Illinois Avenue to provide symmetry and visual interest from the public right-of-way. The primary building entrances, which are located on the west side of the building are also flanked with storefronts and multi-paned recessed windows, as well as metal canopy features over entries and doorways. The colors of the recessed glass windows and storefronts have been chosen to

complement the color of the building. The roofline is varied and provides a cornice cap for a finished look that conceals rooftop equipment.

ENVIRONMENTAL DETERMINATION

The proposed project is in substantial conformance with the development contemplated and analyzed as part of the originally approved Classic Pacific Business Park, for which, a negative declaration was prepared and adopted (No. 2215). As such, the proposed project is covered under the adopted Negative Declaration No. 2215, and no further CEQA action is required pursuant to Section 15162 .

PUBLIC/AGENCY COMMENTS

A public hearing notice was sent to property owners within 300 feet of the project site and agencies. As of the writing of this report, no comments have been received by staff.

FINDINGS

The following Findings are recommended to the Planning Commission for project approval:

Development Plan Review 18-00004

1. The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, the Classic Pacific Business Park (CPBP) PD Overlay, the purposes and provisions of this Title, the purposes of the Zone in which the site is located, and the development policies and standards of the City.

The proposed development is consistent with the General Plan and the CPBP PD Overlay, both of which contemplate light industrial and subordinate retail uses on the site in order to promote a mix of high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The location, size, density and intensity of the proposed project and the required improvements are consistent with the development policies and standards of the General Plan and the CPBP PD Overlay as the proposal provides superior architecture and site design and meets or exceeds all design and development criteria of the CPBP PD Overlay and underlying CC zoning district, which implements the goals and policies of the General Plan.

The project is consistent with General Plan Goal III, Policy III.A, of the General Plan Land Use Element which seeks to provide jobs for residents' at all economic levels through commerce and industry and to diversify the local economy.

2. The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of development proposed.

The proposed project is physically suitable in terms of parcel size, shape, access and availability to utilities and services, as the site fronts Illinois Avenue, which allows for the construction of the contemplated access easement to serve the site, adequate two-way access

onsite and the logical extension of infrastructure to service the site. The site is physically suitable to accommodate the proposed development as it is already highly disturbed and surrounded by compatible uses in an area that is rapidly transforming to more intensive commercial, industrial mixed uses. The parcel's size and shape easily accommodate the proposed development, as the proposed site layout and design meets or exceeds all design and development standards. Nearby utility service connections are available to service the site and will be designed, installed and maintained consistent with City and service agency requirements. As such, the site is physically suitable for the proposed project, in terms of size, shape, access and services.

3. The proposed development and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

As conditioned, the proposed industrial and retail facility will not be detrimental to the public health, safety or welfare, or injurious to property and improvements in the vicinity or to the general welfare of the City, as the project is designed in conformance with the Classic Pacific Business Park (CPBP) and the City's Zoning Ordinance. Further, the proposed project meets or exceeds the design and development standards of the CPBP, and as such, will seamlessly integrate into the existing and contemplated land use fabric of the area.

4. The architecture proposed is compatible with the community standards and protects the character of adjacent development.

As designed and conditioned, the proposed architecture meets or exceeds the intent of the more onerous CPBP architectural design standards, which require consistent use of varied colors, textures and materials, human-scale proportion, and the use of durable, high quality maintenance materials. It provides a modern architecture style, with an articulated façade and the application of a palette of architectural colors, finishes and features that effectively change the surface planes and break up monotonous spans of the building. Additionally, the proposed architecture will be compatible with and protect the character of the existing and future light industrial uses through the application of enhanced development standards, landscaping, setbacks, site design and improvements, which aesthetically enhance the site, while providing privacy and screening.

5. The landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.

As conditioned, the proposed project meets or exceeds the on-site and off-site landscape standards for underlying CC zone, as well as the intent of the landscape concept outlined by the CPBP and Section 19.70 of the Zoning Code. The proposed project provides a mix of specimen native and drought tolerant trees, shrubs, ground cover and annual color throughout the site to ensure visual relief and effectively frame, soften and embellish access points, building entries, parking areas and trash enclosures. As required, all areas not covered by structures, drive aisles, parking or hardscape have been landscaped, which will provide an

attractive environment for the public's enjoyment.

6. The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed project.

The proposed project provides the safeguards necessary to protect the public health, safety and general welfare through the conditions of approval, which will ensure that the project is developed in compliance with City and affected service agency codes and policies.

RECOMMENDATION:

Staff recommends that the Planning Commission:

ADOPT Resolution No. 19-04 finding no further CEQA action is required pursuant to Section 15162 and approving Development Plan Review (DPR) 18-00004 to facilitate the construction of a 17,544 SF industrial building, based on the findings contained in the staff report, and subject to the Conditions of Approval.

EXHIBITS: Exhibit A – Conditions of Approval (Planning, Engineering and Fire)
Exhibit B – Aerial View
Exhibit C – Existing Zoning, General Plan
Exhibit D – Classic Pacific Business Park Site Plan
Exhibit E – Proposed Site Landscape Plan
Exhibit F – Floor Plans
Exhibit G – Proposed Architecture
Exhibit H – Resolution 19-04

EXHIBIT A

CITY OF PERRIS PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL

Development Plan Reviews 18-00004

Planning Commission
April 17th, 2019

PROJECT: Development Plan Review 18-00004 - A proposal to construct a 17,544 SF industrial building located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Classic Pacific Business Park Planned Development area. The Development Plan Review lays out the proposed Project site plan, architectural elevations, associated parking, and landscaping. (APN: 329-250-032) Applicant: Mr. Stan Jakubowicz

General Requirements:

1. **Development Standards.** The project shall conform to the CC zone standards of the Classic Pacific Business Center and Municipal Code Title 19.
2. **Classic Pacific Business Park Development Guidelines.** All plans and improvements, including signage and landscaping, shall be in substantial compliance with applicable Classic Pacific Business Center ((DPR 05-0335) development and design guidelines.
3. **City Ordinances and Business License.** The subject business shall maintain compliance with all local and City Ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.
4. **Term of Approval.** This approval shall be used within three (3) years of approval date; otherwise it becomes null and void. By use is meant the beginning of substantial construction within the three (3) year period, which is thereafter diligently pursued to completion or the beginning of substantial utilization, as contemplated by this approval. A maximum of three (3) one-year time extensions shall be permitted.
5. **Compliance with Approved Plans.** All site development and improvements, including building colors and materials shall conform substantially to the approved set of plans presented at the April 17, 2019, Planning Commission meeting, or as amended by these conditions.
6. **Future Buyers and Lessees.** All future buyers and lessees shall be informed of their obligation to comply with these Conditions of Approval.
7. **Expansion.** No expansion of the site or the use shall occur without subsequent reviews and approvals from the Planning Department.
8. **Fire Marshal.** The project shall adhere to all fire safety/emergency services requirements as mandated by the City Fire Marshal and the Uniform Fire Code, and any applicable city

EXHIBIT A

codes and ordinances. Water, gas, sewer, electrical transformers, power vaults and separate fire/water supply lines (if applicable) must be shown on the final set of construction plans pursuant to the requirements of the Building Official. All Conditions of Approval shall be included on building plans. The project shall adhere to the requirements of the Fire Marshall as indicated in the attached Conditions of Approval dated March 10, 2019.

9. **Building Official.** The project shall adhere to all applicable building and development codes, including the Uniform Building Code and all applicable city codes and ordinances, and State mandated requirements, and the requirements of the Building Official as indicated in the attached Conditions of Approval, dated July 25, 2018.
10. **Public Works.** The project shall adhere to the requirements of the Public Works Department in the attached Conditions of Approval, dated February 21, 2019.
11. **City Engineer.** The project shall adhere to the requirements of the City Engineer as indicated in the attached Conditions of Approval, dated December 6, 2018.
12. **Grading Permit.** Prior to issuance of any Grading Permit, the developer shall submit detailed on-site grading, parking, paving, and drainage plans for review by the City Engineer.
13. **Southern California Edison.** The applicant shall contact the Southern California Edison (SCE) area service planner at (951) 928-8323 to complete the required forms prior to commencement of construction.
14. **Screening of Roof-Mounted Equipment.** Parapet walls shall prevent public views of roof-mounted equipment on all elevations of the building.
15. **Signs.** The proposed project does not include signage approval. All proposed signs shall be reviewed and approved by the Planning Division prior to the issuance of building permits and shall be in conformance with applicable Classic Pacific Business Center ZC 05-0333, TPM 05-0334 & DPR 05-0335 signage guidelines.
16. **Waste-Hauling.** The developer shall use only the City-approved waste hauler for all construction and other waste disposal.
17. **Graffiti** located on site shall be removed within 48 hours. The site shall be maintained in a graffiti-free state at all times.
18. **Property Maintenance.** The project shall comply with provisions of Perris Municipal Code 7.06 regarding Landscape Maintenance, and Chapter 7.42 regarding Property Maintenance.
19. **ADA Compliance.** The project shall conform to all disabled access requirements in accordance with the State of California, Title 24, and Federal Americans with Disabilities Act (ADA).

20. **Setbacks.** No structure shall encroach into the required rear, side or front yard setbacks of any and all lots.
21. **Trash Enclosure.** A covered trash enclosure constructed to City standards is required. The trash enclosure shall be easily accessible to the tenant and be screened by landscaping from the public view. The trash enclosure shall have an overhead trellis treatment. Elevations shall be included on final landscape plans for review and approval by the Planning Division.
22. **Downspouts.** Exterior down spouts are not permitted on the front or elevations of any building facing the street. Downspouts on these elevations shall be located inside the building
23. **Indemnification.** The developer/applicant shall indemnify, protect, defend, and hold harmless, the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning Development Plan Review 18-00004. The City shall promptly notify the developer/applicant of any claim, action, or proceeding for which indemnification is sought and shall further cooperate fully in the defense of the action.
24. **Utilities.** All existing and proposed utilities shall be placed underground in accordance with Section 19.02.070 of the Municipal Code, and electrical utility lines rated at 115kv or larger. The location of all proposed aboveground pedestal and utility boxes shall be reviewed and approved by the City Engineer and the Planning Division.

Construction and Operational Requirements:

25. **Construction Practices.** To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:
 - a. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m. Per Zoning Ordinance, Noise Control, Section 7.34.060, it is unlawful for any persons between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in a manner as to create disturbing excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.
 - b. Stationary construction equipment that generates noise in excess of 65 dBA at the project boundaries must be shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.

- c. Construction routes are limited to City of Perris designated truck routes.
- d. If applicable, water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, transportation of cut or fill materials and construction phases to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
- e. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such persons shall be provided to the City.
- f. Project applicants shall provide construction site electrical hook-ups for electric hand tools such as saws, drills, and compressors, to eliminate the need for diesel powered electric generators or provide evidence that electrical hook ups at construction sites are not practical or prohibitively expensive.

Project-Specific Requirements:

- 26. **Outdoor Storage.** No outdoor storage is permitted.
- 27. **Loading Zones.** Loading zones as depicted on the approved site plans shall be maintained and designated by labeling and/or striping.
- 28. **CC&Rs.** The project proponent shall comply with the existing Covenants, Conditions and Restrictions (CC&Rs) for the Classic Pacific Business Center to ensure the common maintenance of landscaping for the two project sites.
- 29. **Preliminary Water Quality Management Plan (PWQMP).** The PWQMPs for the project site was approved on April xx, 2019. The following conditions apply:
 - A. The development shall be subject to all provisions of City of Perris Ordinance Number 1194, which establishes stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.
 - B. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the Stormtech Chambers, gravity separator, catch basin insert, self-retaining LID BMPs and trash enclosure. The Public Works Department shall review and approve the final WQMP text, plans and details.

Prior to Grading Permit Issuance:

- 30. **Multiple Species Habitat Conservation Plan Compliance (MSHCP).** The applicant shall comply with the following requirements regarding potential burrowing owls on the properties, and for the protection of native nesting birds:

- a. All future clearing, grubbing, tree trimming and removals shall be conducted outside the bird nesting season February 15th to August 31st (Code Regulations 3500 and 3800 of the California Department of Fish and Game).
 - b. A pre-construction survey shall be conducted no less than 30 days prior to initial clearing and grading activities to ensure that wintering and/or breeding burrowing owls have not dispersed on site since the time of the initial survey.
 - c. If burrowing owls are discovered on site, mitigation such as active relocation may be required on the advice of the biologist of record.
31. Site Lighting/Photometrics Plan. The applicant shall submit a lighting plan to the Planning Division for review and approval. Full cutoff low sodium fixtures shall be used to prevent light and glare above the horizontal plane of the bottom of the lighting fixture. A minimum of one (1) foot-candle of light shall be provided in parking and pedestrian areas.
32. Final Water Quality Management Plan. The Final WQMP for the proposed projects shall be approved by the Public Works Department.

Prior to Building Permit Issuance:

33. Landscaping. Prior to issuance of building permits, three (3) copies of Construction Landscaping and Irrigation Plans shall be submitted to the Planning Division for approval and shall be accompanied by the appropriate filing fee. The landscape and irrigation plan shall be prepared by a California-registered landscape architect and conform to the requirements of the Classic Pacific Business Center PDO and CC zoning classification requirements. The location, number, genus, species, and container size of the plants shall be shown. Project landscaping shall be consistent with the conceptual landscape plan from the approved set of plans presented at the April 17, 2019 Planning Commission meeting, or as amended by these conditions. The following shall apply:
- a. **Landscaping plans** shall substantially conform to the approved conceptual landscape plans presented at the April 17, 2019 Planning Commission, except as described herein. Landscape plans shall be submitted to the City of Perris Water District for approval after the City's approval, and comply with required Perris Water District inspections. Contact (951) 928-3777).
 - b. **Invasive plants** shall not be used in the project landscape.
 - c. **Parking Area Trees.** A minimum of 30 percent of trees shall be 36-inch box or larger. A minimum of one 24-inch box tree per six parking stalls shall be provided.
 - d. **Island Planters.** At each end of parking stalls, an eight ft. wide, minimum, island planter shall be provided with two 24-inch box trees.
 - e. **Shrubs.** Shrubs shall be placed within the planting areas at one shrub per each 30 square feet, except where screen requirements may require a denser planting. 80 percent of the required planting shall be five-gallon or larger.
 - f. **Enhanced Entry Landscaping.** Enhanced landscaping shall be provided at all points of entry to the site.

- g. **BMPs for Water Quality.** All BMPs (infiltration basins, vegetated swales, detention basins, etc.) shall be indicated on the landscape plans with appropriate planting and irrigation.
 - h. **Street Trees and Right-of-Way Planting Palette.** Street trees shall be placed a maximum distance of 30 feet on center, utilizing a planting palette consistent with the Perris Valley Commerce Center Specific Plan.
 - i. **Maintenance.** All required landscaping shall be maintained in a viable growth condition.
 - j. **Irrigation Rain Sensors.** Rain sensing override devices shall be required on all irrigation systems (PMC 19.70.040.D.16.b) for water conservation. Soil moisture sensors are required.
 - k. **Landscape Inspections.** The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for landscape inspections.
34. **Planning Clearance.** The applicant shall first obtain clearance from the Planning Division verifying that all pertinent conditions of approval have been met.
35. **Fees.** The developer shall pay the following fees prior to building permit issuance:
- a. Stephen's Kangaroo Rat Mitigation Fees of \$500.00 per acre
 - b. Multiple Species Habitat Conservation Plan fees
 - d. Statutory school fees in effect at permit issuance to appropriate school districts
 - f. Road Bridge Benefit District (RBBD) fees
 - g. Perris Valley Master Drainage Plan fees
36. **Fencing/Walls.** Building plans shall include the site location, elevations, and construction details for these items. These plans shall be included and reviewed with the landscape plan check application submittal and approved by the Planning Division. The wall and fencing plan shall be consistent with the conceptual landscaping and site plan, presented at the April 17, 2019, Planning Commission hearing and shall be completed prior to Issuance of Occupancy Permits:
37. **Final Inspection.** The applicant shall obtain occupancy clearance from the Planning Division by scheduling a final Planning inspection after final sign-offs from the Building Division and Engineering Department. Planning staff shall verify that all pertinent conditions of approval have been met.
38. **Planning Inspection.** The applicant shall have all required parking, lighting, landscaping and automatic irrigation installed and in good condition. The irrigation and landscaping shall conform to the approved landscaping and irrigation plans.
39. **Occupancy Clearance.** The applicant shall have all required paving, parking, walls, site lighting, signage, landscaping and automatic irrigation installed and in good condition.
40. **Medical Marijuana Dispensary Regulatory (Operator's) Permit and Compliance.** The owner shall obtain a Medical Marijuana Dispensary Regulatory Permit from the

Director of Development Services, pursuant to Chapter 5.54 of the Perris Municipal Code and (Ord. No. 1330 & 1339), prior to Occupancy and comply with such Regulatory Permit at all times.

<End Conditions>

SRC COMMENTS
***** BUILDING & SAFETY *****

Planning Case File No(s): DEVELOPMENT PLAN REVIEW #18-00004

Case Planner: Mary Blais

Applicant: Stan Jacubowicz

Location: South Side of Illinois Avenue, between the 215 freeway on the west and Trumble Road on the east.

Project: Proposal to establish a commercial marijuana dispensary facility and the retail sales of hydroponics, including the construction of an 11,982 square foot building containing a mix of warehouse, storage and office space, and construction of required landscaping and improvements on a 1.03-acre lot located in a CC zoning district.

APN(s): 329-250-032

Reviewed By: Jesse Sanchez, CBO

Date: 07/25/2018

Following Standard Building & Safety Conditions of Approval
Are Applicable to This Project:

1(A,B,C,D,E,F,G,H); 2; 3; 6; 13; 14(A,B,C,D,E); 15

Specific Comments (NOTE: THESE COMMENTS ARE NOT CONDITIONS!):

- A) Revise building data to reflect 2 story building design. The aggregate area of a mezzanine or mezzanines within a room shall be not greater than one-third of the floor area of that room or space in which they are located (CBC 505.2.1).
- B) Project requires separate review for Fire conditions.

BUILDING & SAFETY

GENERAL CONDITIONS

- 1. Shall comply with the latest adopted edition of the following codes as applicable:
 - A. California Building Code
 - B. California Residential Code
 - C. California Electrical Code
 - D. California Mechanical Code
 - E. California Plumbing Code
 - F. California Energy Code.
 - G. California Fire Code
 - H. California Green Building Standards Code.

- 2. Automatic fire suppression systems shall be installed in all new construction when the gross area of the building exceeds 5,000 sf. or more than two-story high per Title 16 of the City of Perris Code of Ordinances.
- 3. The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.
- 6. All signs shall be Underwriters Laboratories, or equal, approved.
- 13. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties.

PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS

- 14. The following items shall be completed and/or submitted as applicable – prior to the issuance of building permits for this project:
 - A. Precise grading plans shall be approved
 - B. Rough grading completed
 - C. Compaction certification
 - D. Pad elevation certification
 - E. Rough grade inspection signed off
- 15. If hazardous substances are used and/or stored, a technical opinion and report, identifying and developing methods of protection from the hazards presented by the hazardous materials may be required. This report shall be prepared by a qualified person, firm, or corporation and submitted to Building & Safety. This report shall also explain the proposed facility's intended methods of operation and list all of the proposed materials, their quantities, classifications, and the effects of any chemical (material) inter-mixing in the event of an accident or spill.



Dennis Grubb and Associates, LLC
Assisting Cities Build Safe Communities

Fire Department Development Review Comments

March 10, 2019

City of Perris
Attn: Mary Blais
135 N. D Street
Perris, CA 92570-2200

Subject: Development Review for DPR 18-00004

As requested, a review of the subject property was completed. Please apply the following conditions:

1. A fire department access road complying with the CFC, Chapter 5 and the approved fire department access plans shall be installed prior to building construction.
2. All required fire hydrants shall be installed and operational prior to building construction. All fire hydrants shall remain operational during construction.
3. All required fire hydrants shall be readily visible and immediately accessible. A clear space of not less than 3-feet shall be maintained at all times.
4. Prior to construction a temporary address sign shall be posted and clearly visible from the street.
5. The permanent building address shall be provided and either internally or externally lighted during hours of darkness. The address shall be clearly visible from the street fronting the property and comply with California Fire Code Section 505.1 for size and color.
6. The building shall be provided with an automatic fire sprinkler system in accordance with NFPA 13. Construction plans shall be submitted for review and approval to the City of Perris prior to installation.
7. Prior to building final, the building shall be provided with a Knox Lock key box located no more than seven-feet above the finished surfaced and near the main entrance door.
8. The building shall be provide with a fire alarm system that includes smoke detection throughout the building.

9. Prior to the issuance of building permits a City of Perris Chemical Classification Disclosure shall be submitted for review and approval. All hazardous materials as defined by the fire code that will either be stored or used at the facility shall be disclosed. The disclosure package can be obtained at <http://www.cityofperris.org/city-hall/forms/fire-forms/ChemicalClassificationPackage01-17.pdf>

Respectfully,



Dennis Grubb, CFPE



CITY OF PERRIS

HABIB MOTLAGH, CITY ENGINEER

CONDITIONS OF APPROVAL

P8-625
December 6, 2018
DPR 18-00004, PM 34082
(APN # 329-250-032, Illinois Avenue)

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the developer provide the following street improvements and/or road dedications in accordance with the City of Perris Municipal Code Title 18. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. These Ordinances and the following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary and to describe the conditions for a complete design of the improvements. Unless otherwise noted, all offsite improvements as conditioned shall be installed prior to issuance of any building permits. All questions regarding the true meaning of the conditions shall be referred to the City Engineer's office.

1. The project's grading shall be in a manner to perpetuate existing drainage patterns, any deviation from this, concentration or increase in runoff must have approval of adjacent property owners. Drainage easements shall be obtained from effected property owners or if within this site, shall be shown on the final map. The applicant shall accept the offsite runoff and convey to acceptable outlet.
2. The incremental increase in runoff between developed and undeveloped state (100-year) and the nuisance runoff shall be retained within onsite private detention basin and drainage to adequate outlet as approved by City and pursuant to Riverside County Flood Control standards.
3. Onsite landscape area(s) shall be designed in a manner to collect the onsite nuisance runoff.
4. Prior to issuance of any permit, the developer shall sign the consent and waiver forms to join the lighting and landscape districts. The developer shall maintain all on and offsite landscaping.

5. Streetlights per City of Perris standards shall be installed. The lights shall comply with City Standards and be LS3, LED as designed by an Electrical Engineer.
6. This project is located within EMWD's water and sewer service area. The applicant shall install water and sewer facilities as required by EMWD and Fire Department.
7. The applicant shall submit to City Engineer the following for his review:
 - a. Onsite Grading Plan and Erosion Control Plans
 - b. Water and Sewer Plans
 - c. Drainage Report
 - d. WQMP

The project's design shall be in compliance with EMWD and Riverside County Standards and coordinated with approved plans for adjacent developments.

8. All pads shall be graded to be a minimum of 1' above 100-year calculated water surface or adjacent finished grade.
9. The proposed shared access shall be constructed in a manner to accommodate turning movements by this and adjacent development as approved by City Engineer.

Habib Motlagh
Habib Motlagh
City Engineer



CITY OF PERRIS

PUBLIC WORKS DEPARTMENT

Engineering Administration

NPDES

Special Districts (Lighting, Landscape, Flood Control)

MEMORANDUM

Date: February 21, 2019

To: Mary Blais, Associate Planner

From: Public Works

Subject: Condition of Approval for DPR# 18-00004; Proposal to establish a commercial marijuana dispensary facility and the retail sales of hydroponics, including the construction of an 11,982 square foot building containing a mix of warehouse, storage and office space, and construction of required landscaping and improvements on a 1.03-acre lot located in a CC zoning district.

-
1. **Dedication and Landscape Easement** - Offer of Dedication and/or Landscape Easements for City Maintenance shall be provided as follows:
 - a. **Illinois Avenue:** Provide Offer of Dedication, as needed to provide for full half width street, curb and gutter, sidewalk and off-site landscaping requirements, per City General Plan, including a minimum 10' public parkway from back of curb with 6' wide sidewalk.
 2. **Landscape Maintenance Easement and Landscape Easement Agreement** - The Developer shall provide, for review and approval, a Landscape Easement for areas identified by City Staff. Offer of Dedication and Landscape Easement by City Staff Agreement, and certificate of acceptance to the City of Perris. The City shall record the same with the Riverside County Recorder's Office, and the recorded instrument shall be returned to the City Clerk of the City of Perris for filing.
 3. **Landscaping Plan Review** – The Developer shall provide the City with Landscape, Irrigation Plans, and a plan titled "LMD Off-Site Landscape Plan DPR#17-00005," and shall be mutually exclusive of any private property, on-site landscaping, during the plan review process for review and approval. **The full set of Landscape and Irrigation Plans shall be submitted for City review and approved prior to the start of construction.** The landscape and irrigation plan shall be prepared by a registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code, the Perris Valley Commerce Center Standards and Guidelines, and approved City of Perris plant list. The location, number, genus, species, and container size of the plants shall be shown. Elements of this Conceptual Landscape and Irrigation Plan shall include but not be limited to the following:
 - a. **Landscape Limits:** Limits of right-of-way areas and/or easement areas clearly defined on plans as well as limits defined by a concrete mow curb, fully dimensioned, that are to be annexed into the Landscape Maintenance District (LMD). A planting palette and hardscape

plan intended to meet the design intent of the Landscape Guidelines in effect for the area; and/or the design intent of neighboring development, as determined by the Special Districts Division, including:

1. **Illinois Avenue** – Parkway plant palette to remain as is. Developer to match existing plant palette for on-site landscaping.

Note: As the City deems necessary, the Developer may be required to match adjacent plant palette. Developer to coordinate with the City.

- b. **Irrigation:** A list of irrigation system components intended to meet the performance, durability, water efficiency, and anti-theft requirements for Special District landscape areas, as determined by the Special Districts Division. Components shall include, but not be limited to Salco or GPH flexible PVC risers for a point to point irrigation system. No drip line will be used in the LMD landscape areas. Sentry Guard Cable Guard and Union Guard, and backflow Wilkens Model 375xl, or approved equal. "SMART" Controller shall include an ET based controller with weather station that is centrally controlled capable and Wi-Fi ready (Weather-Trak or approved equal). At the discretion of the Special Districts Division, public landscape areas utilizing no more than 8 valves/stations, programmed to irrigate consecutively, and none simultaneously, may propose the use of an alternative ET based controller with weather station that is centrally controlled capable and Wi-Fi ready, such as the Weather Trak System, or approved equal. Proposed system shall be complete with wireless weather station, a five year bundle service, blade antenna, flow sensor and master valve. Coordinate locations of irrigation lines on all components of Architectural Plans, Landscape, Engineering, and all other plans.
- c. **Benefit Zone Quantities:** Landscape Plans to include a Benefit Zone quantities table (i.e. SF of planting areas, turf, number of trees, SF. of hardscape, etc.) in the lower right hand corner of the cover sheet for off-site landscape areas, indicating the amount of landscaping the Landscape Maintenance District will be required to maintain.
- d. **Meters:** Each Maintenance District is required to be metered separately. Show location of separate water and electrical utility meters intended to serve maintenance district areas exclusively. Show locations of water and electrical meter for Landscape Maintenance District; Flood Control District; Street Lighting District; Traffic Signal on respective plans. Electrical meter pedestals are to be located in the ROW, easily accessible to maintenance staff while not visually obtrusive in the street scene, and away from street intersections. Coordinate locations of meters on all components of Architectural Plans, Landscape, Engineering, and all other plans.
- e. **Controllers:** The off-site irrigation controller, electrical meter, and water meter are to be located within the right of way (within the off-site landscape area). All points of connection equipment including irrigation controller pedestals, electrical meter pedestals, and backflow preventers are to be located in locations that are easily accessible to maintenance staff while not visually obtrusive in the street scene, and away from street intersections and located in the LMD area. Backflow preventers are to be screened on all

sides with five (5) gallon plant material land be enclosed in a metal cage. Coordinate locations of controllers on all components of Architectural Plans, Landscape, Engineering, and all other plans.

4. **The Project Landscape Architect** - Shall submit a copy of all irrigation plans and specifications to EMWD for review and approval.
5. **Landscape Inspections** - The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for only "OFF-SITE" landscape and irrigation inspections at the appropriate stages of construction. Inspections shall be scheduled 48-Hours (Monday - Friday) in advance prior to actual inspection. Contact Special Districts Supervisor at (951) 657-3280 Ext. 617 to schedule inspections.
 - **Inspection #1** – Trenches open, irrigation installed, and system pressurized to 150 PSI for four (4) hours.
 - **Inspection #2** – Soil prepared, and plant materials positioned and ready to plant.
 - **Inspection #3** – Landscaping installed, irrigation system fully operational, and request for "start of a 1 year maintenance period" submitted, with all required turn over submittal items provided to Public works Special Districts. Developer to repair and replace all existing plant material and irrigation damaged during construction activities, City to approve final site conditions.
 - **Turn-Over Inspection** – On or about the one year anniversary of Inspection #3, Developer shall call for an inspection to allow the City to review and identify any of the following: potential irrigation defects; dead plant material and weeding; debris or graffiti needing removal; stressed, diseased, or dead trees; mulch condition; hardscape; and/or other concerns with the landscape installation; or to accept final turn over of the landscape installation. At the sole expense of the Owner/Developer, shall be responsible for rectifying irrigation system and installation deficiencies, and the one year maintenance period shall be extended by the City until all deficiencies are cured to the satisfaction of the City. If in the opinion of the City's Landscape Inspector the landscape installation is in substantial compliance with the approved landscaping plans, the irrigation and communication system is functioning as intended, and the landscape installation is found to be acceptable to the City, then the inspector shall recommend to the City's Special District Supervisor to accept turn-over of water and electrical accounts, Wi-Fi communication contracts and the entire landscape installation.

Note: The City reserves the right for the Contractor and/or Developer to pot hole or uncover all irrigation components at the sole expense of the Contractor and/or Developer, if inspection requirements are not met and/or missed inspection, as the City deems necessary.

6. **One Year Maintenance and Plant Establishment Period** – The applicant will be required to provide at a minimum a one (1) year maintenance and plant establishment period, paid at the sole expense of applicant. This one year maintenance period commences upon the successful completion of inspection #3, discussed above, and final approval by the City. During this one year period the applicant shall be required to maintain all landscape areas free of weeds, debris, trash, and/or graffiti

removal; and keep all plants, trees and shrubs in a viable growth condition. Prior to start of the one year maintenance period, the developer shall submit a weekly Landscape Maintenance Schedule for the review and approval by the City's Special Districts Division. The City shall perform periodic site inspections during the one year maintenance period, to identify any and all items needing correction prior to acceptance by the City, at the conclusion of the one year maintenance period. Said items needing correction may include but are not limited to: replacement of dead or diseased plant materials; weeding; replenishment of mulches; and/or repair of damaged or non-functioning components; test of irrigation controller communications; etc. During this period, the City shall begin the annual assessment of the benefit zone in preparation for the landscape installation turn over to the City maintenance staff. The applicant to provide a site point of contact for any site repairs that are needed, prior to final site sign off.

7. **Acceptance into Flood Control District (FCD) #1** - Prior to acceptance into FCD#1, the Developer shall deliver two (2) hard copies and one (1) electronic copy of the Storm Drain Plan As-Builts. Developer to also include one (1) copy (CD or USB Flash Drive) of video of the complete storm drain pipe intersections/transitions. The plans and CD to be submitted to the Department of Public Works attention:

Luis Natera
1015 South G Street
Perris, CA 92570
Cell: (951) 634-1187
E-mail: lnatera@cityofperris.org

8. **Street Lights** - Prior to acceptance into Lighting District 84-1, coordinate turn over information pertaining to street lights, and traffic signal electrical/SCE service meters with Liset Hernandez at (951) 657-3280 ex.617. (i.e. provide electrical meter number, photo of pedestal, pole number). As-Builts of street lights must be provided, to include one (1) hard copy and a Flash Drive containing As-Builts. Coordinate "request for transfer of billing information" with SCE and City of Perris for all new service meter(s). The Developer shall pay 18 month energy charges to the City of Perris for all site street lighting. Call Daniel Louie, Project Manager at Willdan Financial Services at 951-587-3564 dlouie@willdan.com for amount due and obtaining a receipt for payment.

9. **Assessment District** - Prior to permit issuance, developer shall deposit \$5,250 per District, \$15,750 total due for FCD1, LMD1, 84-1. Payment is to be made to the City of Perris, and check delivered to the City Engineer's Office. Payment shall be accompanied by the appropriate document for each District indicating intent and understanding of annexation, to be notarized by property owner(s):

- a. **Consent and Waiver for Maintenance District No. 84-1:**

- b. **Consent and Waiver for Landscape Maintenance District No. 1:**

- c. **Petition for Flood Control Maintenance District No. 1:**

- d. **Original notarized document(s) to be sent to:**

Willdan Financial Services
27368 Via Industria #200
Temecula, Ca 92590
P (951) 395-6670 or (951) 587-3500

- e. Prior to final map recordation or final certificate of occupancy the Developer shall annex into the aforementioned districts, posting an adequate maintenance performance bond to be retained by the City as required by the City Engineer. Upon receipt of deposit and Consent and Waiver Forms, the Developer shall work with the City to meet all required milestones for annexations.
 - f. The City prepares the Engineer's Report which includes a description of the improvements to be maintained, an annual cost estimate and annual assessment amounts.
 - g. The annual assessment ballots will be based on the Engineer's Reports, to be reviewed and approved by the property owner.
 - h. The reports and corresponding resolutions are placed, for approval, on the City Council Meeting Agenda. City Council action will include ordering the assessment ballots and setting a Public Hearing for no sooner than 45 days. Property owner attendance at this City Council Meeting is not required.
 - i. The assessment ballots are sent to the property owner and are opened by the City Clerk at the close of the Public Hearing. With a "yes" vote by the property owner the City Council can move forward with the resolution that confirms the Annexation. Property owner attendance at this Public Hearing is not required.
 - j. Confirmation by the City Council completes the annexation process and the condition of approval has been met.
- 10. Landscaping Plans** – The developer shall provide three (3) hard copies and one (1) electronic copy of the Landscape and Irrigation As-Built Plans, and a plan titled "LMD Off-Site Landscape Plan DPR#17-00005". As-Built copies shall be submitted to the Planning Department for approval and shall be accompanied by the appropriate filing fee.
- 11. Water Quality Management Plans** - The applicant shall submit a Preliminary and final WQMP, accompanied by the appropriate filling fee to the Planning Department and City Engineering Department, respectively. Details for treatment control facilities shall meet both the Riverside County WQMP Design guidelines, and the additional requirements of the Engineering and Special Districts Division intended to reduce the long term maintenance costs and longevity of improvements. Components shall include, but not limited to:
- a. **Storm Drain Screens:** If off site catch basins are required by the City Engineer's Office, connector pipe screens shall be included in the new catch basins to reduce sediment and trash loading within the storm pipe. Connector pipe screens shall meet the type, style, and durability requirements of the Public Works Department and Special Districts Division.

- b. WQMP Inspections:** The project applicant shall inform the on-site project manager and the water quality/utilities contractor of their responsibility to call for both "ON_SITE" and "OFF_SITE" WQMP inspections at the appropriate stages of construction. Contact CGRM at (909) 455-8520 to schedule inspections.
 - c. Acceptance by Public Works and Special Districts:** Both on-site and off-site flood control/water quality facilities required for the project, as depicted in the final WQMP, shall be installed and fully operational, and approved by the final inspection by the City's WQMP Consultant, CGRM. The developer shall obtain a Final Clearance Letter from CGRM indicating compliance with all applicable Conditions of Approved for the approved WQMP. The Developer shall deliver the same to the Public Works-Engineering Special Districts. In addition, prior to acceptance by the City, the Developer shall submit a Covenant and Agreement describing ongoing maintenance responsibilities for on-site facilities per the approved WQMP, to the Public Works and Special Districts Division. The Public Works and Special Districts Division will review and approve the Covenant and Agreement. The City shall record the same with the Riverside County
- 12.** The Reports and corresponding resolutions are placed, for approval, on the City Council Meeting Agenda. City Council action will include ordering the assessment ballots and setting a Public Hearing for no more than 45 days. Property owner attendance at this City Council Meeting is not required.
 - 13.** Confirmation by the City Council completes the annexation process and the condition of approval has been met.

**EXHIBIT B
AERIAL PHOTO
DPR 18-00004**



**EXHIBIT C
ZONING, GENERAL PLAN**

DPR 18-00004

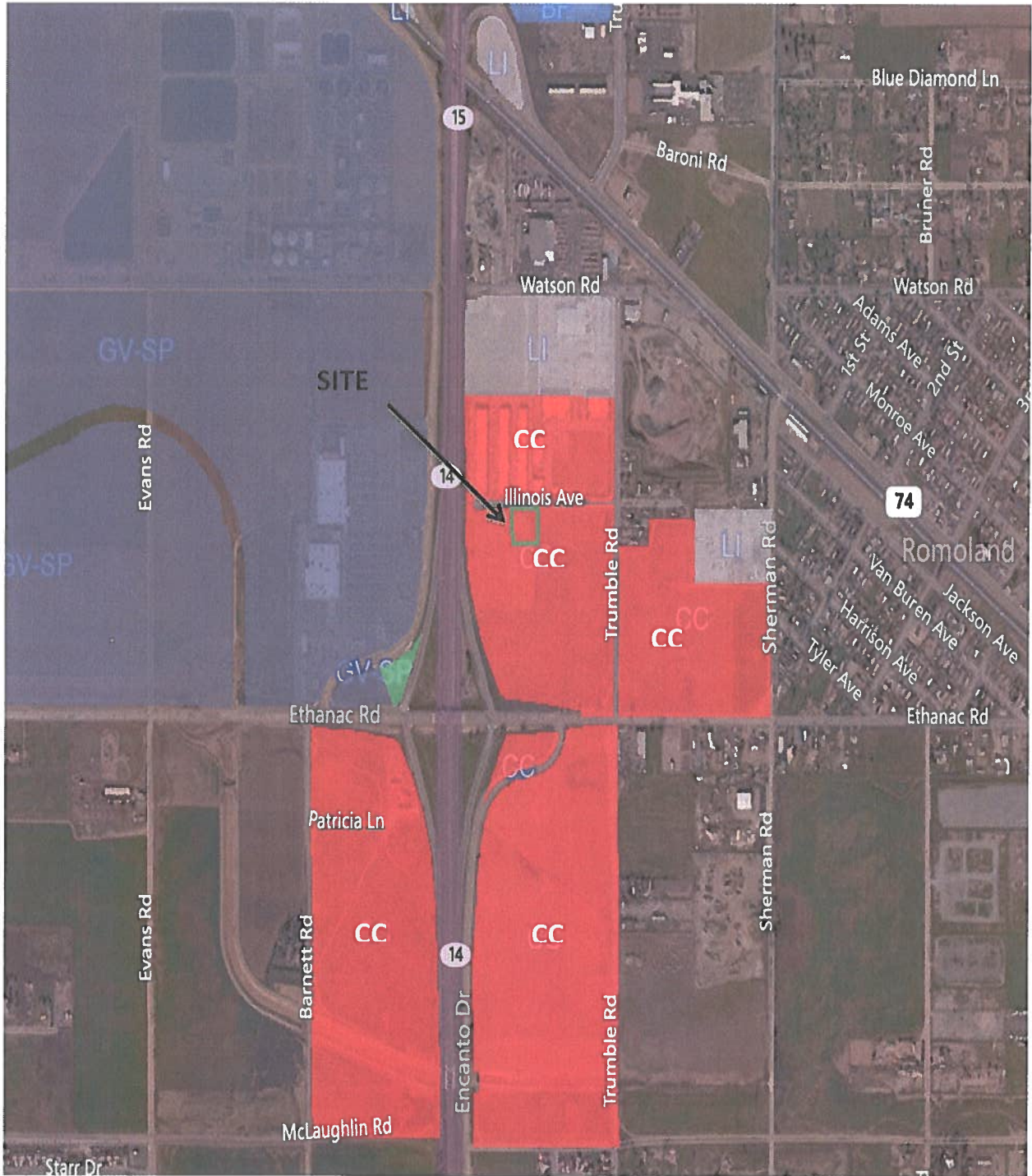


EXHIBIT D
Classic Pacific Business Park

DPR 18-00004

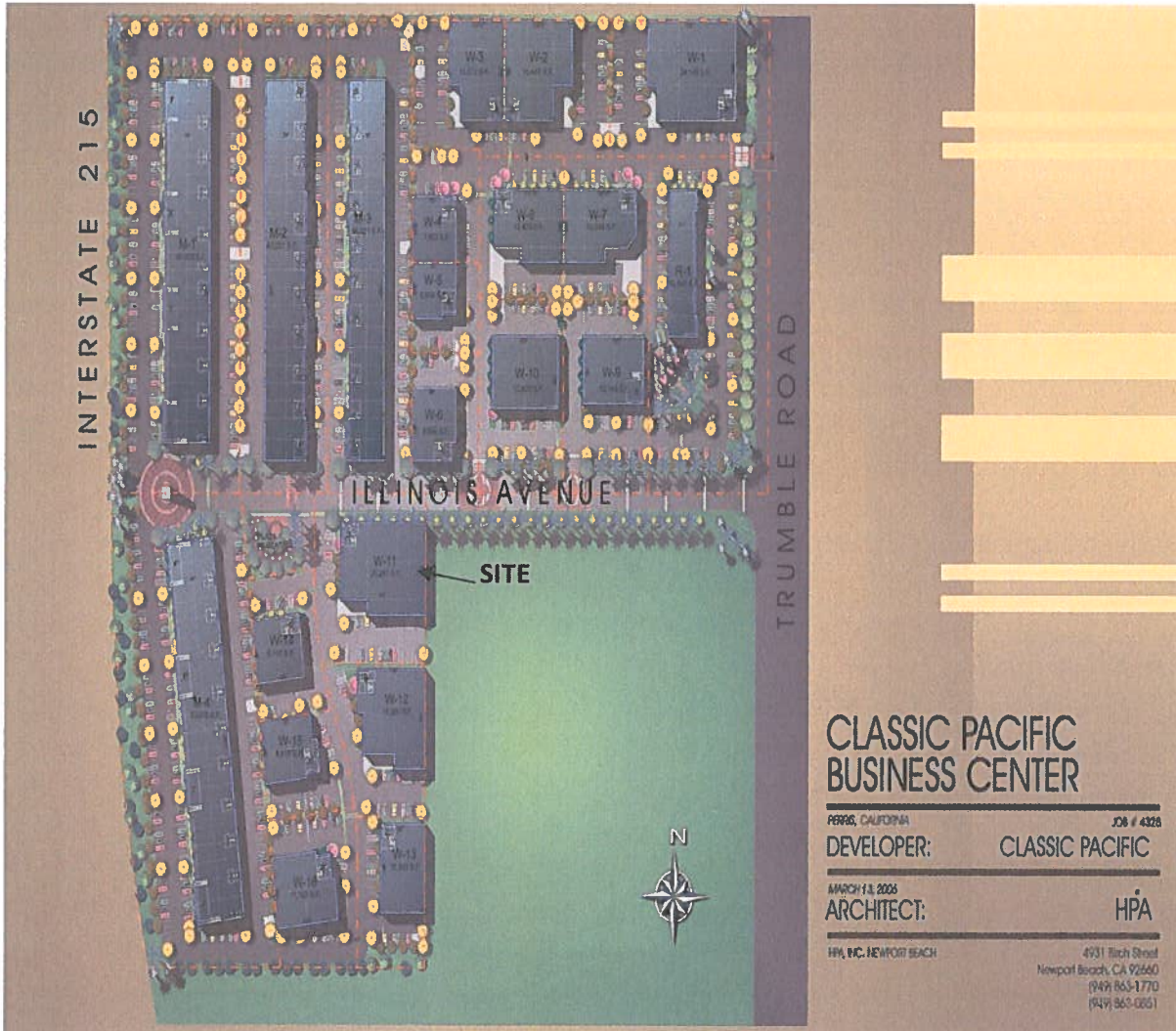


EXHIBIT E

Proposed Site/Landscaping Plan

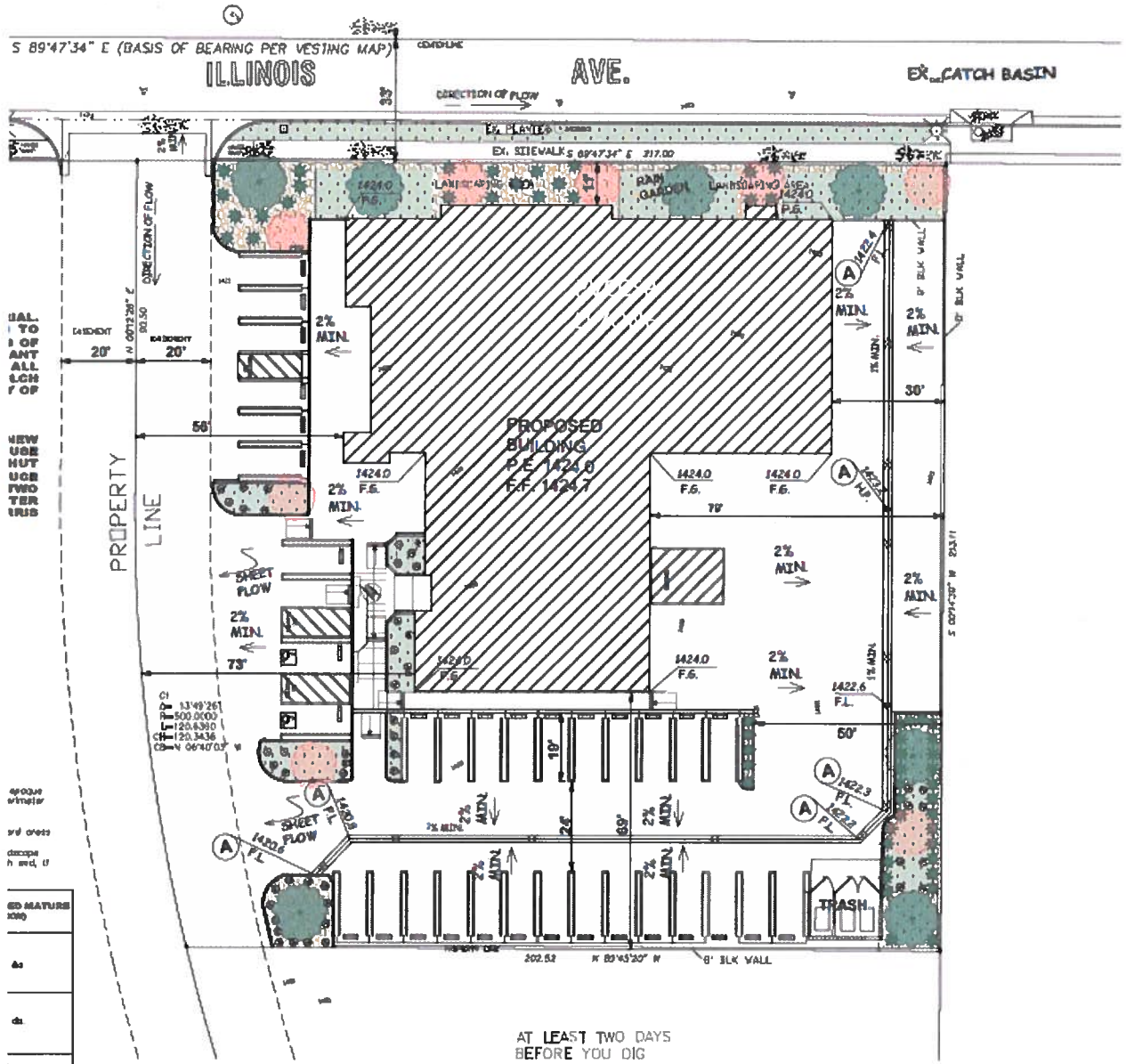
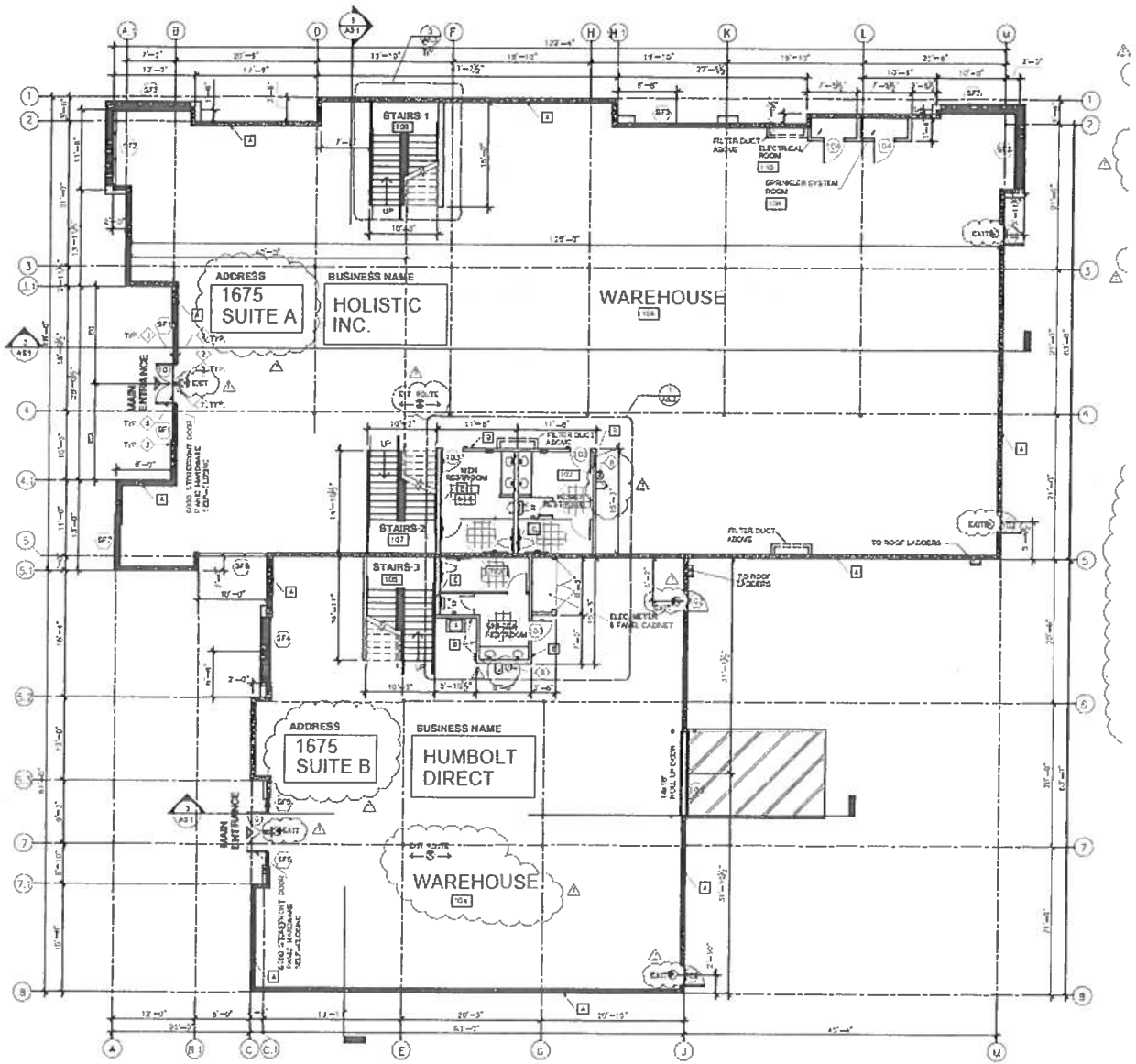


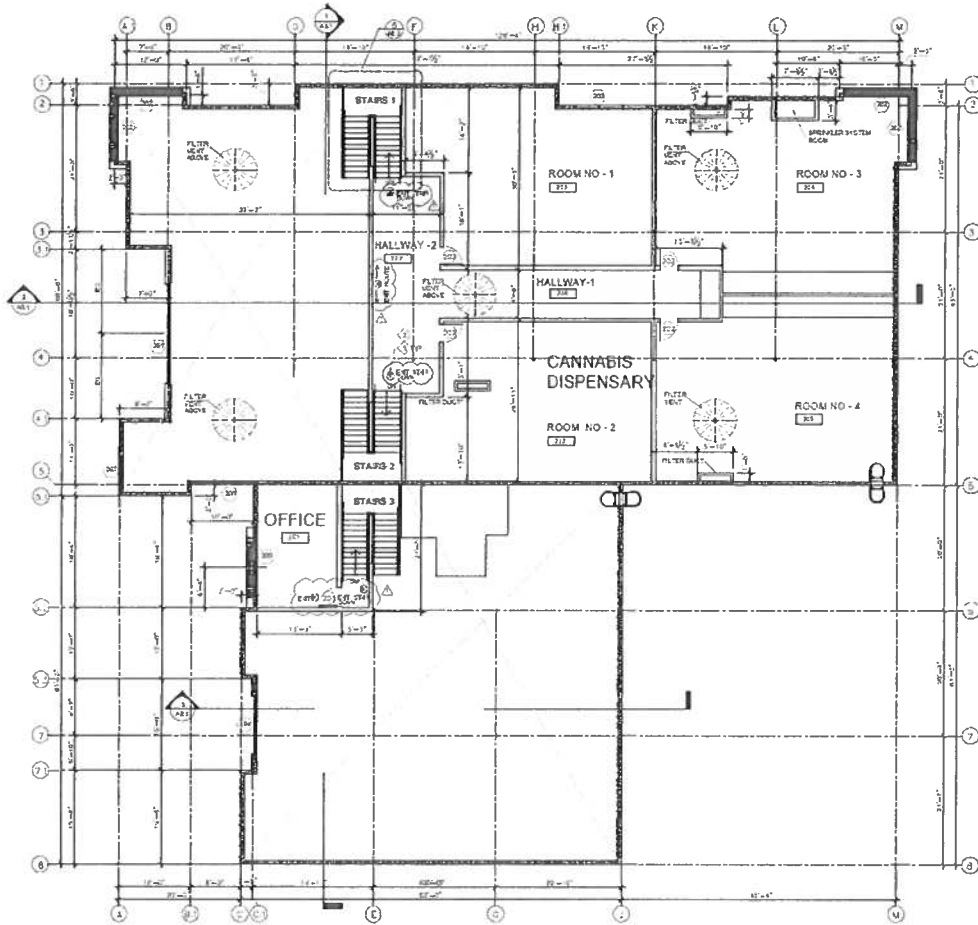
EXHIBIT E

**EXHIBIT F
Floor Plans**



FIRST FLOOR PLAN SCALE 1/8"=1'-0"

EXHIBIT F
Floor Plans



NOTE
SEE NOTES SHEET 1 OF 2

SECOND FLOOR PLAN SCALE 1/8" = 1'-0"

EXHIBIT F

Architecture



Architecture



RESOLUTION NO. 19-04

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING DEVELOPMENT PLAN REVIEW 18-00004, FOR THE CONSTRUCTION OF A 17,544 SF INDUSTRIAL BUILDING ON A 1.03-ACRE LOT LOCATED ON THE SOUTH SIDE OF ILLINOIS AVENUE, BETWEEN THE I-215 FREEWAY AND TRUMBLE ROAD, IN A COMMUNITY COMMERCIAL PLANNED DEVELOPMENT OVERLAY ZONING DISTRICT, WITHIN THE CLASSIC PACIFIC BUSINESS PARK (APN: 329-250-032) AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the applicant filed a Development Plan Review application #18-00004 to construct a 17,544 SF industrial building on a 1.03-acre lot located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Community Commercial Planned Development Overlay zoning district in the Classic Pacific Business Park that lays out the proposed project site plan, architectural elevations, associated parking, and landscaping (APN: 329-250-032); and

WHEREAS, the proposed project is consistent with the Classic Pacific Business Park development regulations and design guidelines, the City's General Plan and the Zoning Code, and conforms to all zoning standards and other Ordinances and Resolutions of the City; and

WHEREAS, Development Plan Review application 18-00004 has been duly noticed; and

WHEREAS, a public hearing was held on the 17TH day of April, 2019, at which time all interested persons were given full opportunity to be heard and to present evidence; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Perris as follows:

Section 1. The above recitals are all true and correct.

Section 2. The Planning Commission has determined the proposed project is in substantial conformance with the development contemplated and analyzed as part of the originally approved Classic Pacific Business Park, for which, a negative declaration was prepared and adopted (No. 2215). As such, the proposed project is covered under the adopted Negative Declaration No. 2215, and no further CEQA action is required pursuant to Section 15162.

EXHIBIT H

Section 3. Based upon the information contained in the staff report and supporting exhibits and plans, regarding the proposed Development Plan Review 18-00004, the Planning Commission hereby finds the following:

1. The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, the Classic Pacific Business Park (CPBP) PD Overlay, the purposes and provisions of this Title, the purposes of the Zone in which the site is located, and the development policies and standards of the City.

The proposed development is consistent with the General Plan and the CPBP PD Overlay, both of which contemplate light industrial and subordinate retail uses on the site in order to promote a mix of high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The location, size, density and intensity of the proposed project and the required improvements are consistent with the development policies and standards of the General Plan and the CPBP PD Overlay as the proposal provides superior architecture and site design and meets or exceeds all design and development criteria of the CPBP PD Overlay and underlying CC zoning district, which implements the goals and policies of the General Plan.

The project is consistent with General Plan Goal III, Policy III.A, of the General Plan Land Use Element which seeks to provide jobs for residents at all economic levels through commerce and industry and to diversify the local economy.

2. The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of development proposed.

The proposed project is physically suitable in terms of parcel size, shape, access and availability to utilities and services, as the site fronts Illinois Avenue, which allows for the construction of the contemplated access easement to serve the site, adequate two-way access onsite and the logical extension of infrastructure to service the site. The site is physically suitable to accommodate the proposed development as it is already highly disturbed and surrounded by compatible uses in an area that is rapidly transforming to more intensive commercial, industrial mixed uses. The parcel's size and shape easily accommodate the proposed development, as the proposed site layout and design meets or exceeds all design and development standards. Nearby utility service connections are available to service the site and will be designed, installed and maintained consistent with City and service agency requirements. As such, the site is physically suitable for the proposed project, in terms of size, shape, access and services.

3. The proposed development and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

As conditioned, the proposed industrial and retail facility will not be detrimental to the public health, safety or welfare, or injurious to property and improvements in the vicinity or to the general welfare of the City, as the project is designed in conformance with the Classic Pacific Business Park (CPBP) and the City's Zoning Ordinance. Further, the proposed project meets or exceeds the design and development standards of the CPBP, and as such, will seamlessly integrate into the existing and contemplated land use fabric of the area.

4. The architecture proposed is compatible with the community standards and protects the character of adjacent development.

As designed and conditioned, the proposed architecture meets or exceeds the intent of the more onerous CPBP architectural design standards, which require consistent use of varied colors, textures and materials, human-scale proportion, and the use of durable, high quality maintenance materials. It provides a modern architecture style, with an articulated façade and the application of a palette of architectural colors, finishes and features that effectively change the surface planes and break up monotonous spans of the building. Additionally, the proposed architecture will be compatible with and protect the character of the existing and future light industrial uses through the application of enhanced development standards, landscaping, setbacks, site design and improvements, which aesthetically enhance the site, while providing privacy and screening.

5. The landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.

As conditioned, the proposed project meets or exceeds the on-site and off-site landscape standards for underlying CC zone, as well as the intent of the landscape concept outlined by the CPBP and Section 19.70 of the Zoning Code. The proposed project provides a mix of specimen native and drought tolerant trees, shrubs, ground cover and annual color throughout the site to ensure visual relief and effectively frame, soften and embellish access points, building entries, parking areas and trash enclosures. As required, all areas not covered by structures, drive aisles, parking or hardscape have been landscaped, which will provide an attractive environment for the public's enjoyment.

6. The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed project.

The proposed project provides the safeguards necessary to protect the public health, safety and general welfare through the conditions of approval, which will ensure that the project is developed in compliance with City and affected service agency codes and policies.

Section 4. Based on the information contained in the staff report and supporting exhibits and all oral and written presentations and testimony made by City staff and members of the public, the Planning Commission hereby determines that the proposed project is covered under the adopted Negative Declaration No. 2215, and no further CEQA action is required pursuant to Section

15162, and approves Development Plan Review (DPR) 18-00004 to construct a 17,544 SF industrial building on a 1.03-acre lot located on the south side of Illinois Avenue, between the 215 Freeway and Trumble Road, within the Community Commercial Planned Development Overlay zoning district in the Classic Pacific Business Park (APN: 329-250-032), based on the information and findings presented in the staff report and subject to the attached Conditions of Approval (Exhibit A).

Section 5. The Planning Commission declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

Section 6. The Chairperson shall sign and the Secretary shall certify to the passage and adoption of this Resolution.

ADOPTED, SIGNED, and APPROVED this 17th day of April, 2019

CHAIRPERSON, PLANNING COMMISSION

ATTEST:

Secretary, Planning Commission

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Kenneth Phung, SECRETARY OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, DO HEREBY CERTIFY that the foregoing Resolution Number 19-04 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 17th day of April, 2019, and that it was so adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Secretary, Planning Commission

Planning Commission Agenda

CITY OF PERRIS
April 17, 2019

Item

7B

**Extension of Time Application
(EOT 19-05054) and Minor
Modification of Planning
Conditions of Approval
(MM 19-05055)**



CITY OF PERRIS

PLANNING COMMISSION

AGENDA SUBMITTAL

MEETING DATE: April 17, 2019

SUBJECT: **Extension of Time Application (EOT 19-05054) and Minor Modification of Planning Conditions of Approval (MM 19-05055)** – A request for an Extension of Time and Minor Modification to Planning Conditions of Approval for Development Plan Review (DPR) 14-03-0025 (aka Western Construction Auction - WCA) to allow construction of permanent modular buildings and other on- and off-site improvements, and operation of a construction equipment auction business. **Applicant:** Gregg Scott, WCA.

REQUESTED ACTION: **Approve the Extension of Time** to allow WCA to complete public and private improvements. **Adopt Resolution No. 19-10** approving revised Planning COA for DPR 14-03-0025.

CONTACT: Dr. Grace Williams, Director of Planning and Economic Development

BACKGROUND:

Between 2008 and early 2016, the WCA business located at 2021 Goetz Road operated under a Temporary Use Permit holding up to seven auction events per year for one day with minimal facilities and deferred improvements under Development Plan Reviews 08-04-00004 approved on September 17, 2008 as a framework for interim operation. The improvements for the site consisted of compacted gravel roadways on site in April 2011, and a permanent block wall with landscaping installed to screen the operation in July 2011.

On November 4, 2015, the Planning Commission unanimously approved Development Plan Review (DPR) 14-03-0025 to allow the WCA auction facility to use modular structures as permanent buildings, totaling 4,900 square feet with all improvements being completed within 18 months. The applicant appealed to Council to revise the Conditions of Approval to allow a 3-year phasing plan to obtain permits and complete all improvements instead of the Planning Commission approved 18-month plan. Council upheld the appeal on February 9, 2016 and allowed a 3-year phasing plan for required Conditions of Approval to be met. In addition, Council modified the Engineering Department COA so that all required dedications of right-of-way occurred immediately in 2016. The 3-year plan allowed the applicant to obtain building permits for the six structures on site within one year, complete on-site improvements within two years, and complete off-site improvements within three years. The applicant's original letter outlining the need for the 3-year time frame is attached. The applicant was permitted to continue to operate under a Temporary Use Permit with the new Development Plan Review approval as a framework for interim operation.

DISCUSSION:

The applicant is requesting a six-month extension of time due to a delay in funding of their loan, which would fund construction and payment of the required fees. WCA has provided the following information about the status of completion of funding and construction activities. Staff has also verified in the field the current status of improvements on-site.

The table below indicates the status of progress toward meeting the conditions of approval during the specified time frames.

Permit for On-site Structures	Status
Building permits for six modular buildings	Complete: Two buildings permitted (1,536 sf. office and 540 sf. employee break room). Incomplete: Four structures still need permits.
On-Site Conditions of Approval	Status
Compaction and gravel for internal fire access road	Complete: Compaction on 4/13/2011 with a Geotextile sub-base and gravel topping
Water quality basin	Complete: Prelim WQMP approved 6/30/2015 Incomplete: Final WQMP
Screening of roof-mounted equipment, trash enclosures	Complete: Roof-mounted equipment not visible from street, and trash enclosures are behind block wall which screens majority of site from Goetz Rd.
Landscaping – parking lot, basins	Complete: Trees in Employee Parking Areas and Separation between parking area and Display Auction Area; Incomplete: Formal landscape plans submittal for approval and installation in the parking lot and basins
Paving of parking and public access	Incomplete: Not initiated
Off-Site Conditions of Approval	Status
Dedication of right of way	Complete
Construction of improvements on Goetz Road	Complete: Initiated Edison process 11/3/16; street improvement plans approved 5/22/17; loan request initiated 8/1/17; construction delayed due to Edison and Frontier timelines 10/24/18; encroachment permit submitted 10/29/18 and approved 2/27/19; Incomplete: Street improvement started 3/27/19
Install street lights	Incomplete: Street Light Authorization sent to Engineering Dept. per Edison recommendation 11/05/18; street light plan submitted 2/7/19
Annex into assessment districts	Complete: Engineering/Public Works requested \$15,500 in fees to initiate annexations to special districts on 11/3/18. Annexation fees submitted 4/1/2019 Incomplete: City Council approval of annexation into necessary landscape and maintenance districts

In addition to delays for various aspects of the construction process, the applicant has had delays in receiving a loan. Based on the information the applicant provided on 3/14/19, their loan was approved by Alta Pacific bank in November of 2018, subject to the Grant Deed being cleaned up due to an ownership issue on title before they would fund. The bank, the applicant's attorney and a representative from the ownership entity that needs to provide verification for title are working together to get this issue resolved. The applicant's attorney believes if this matter has to go to court, it could take up to 90 days to be resolved.

Given that the business has been operating since 2008, a 3-year extension of time was issued in 2016 by the City Council, and the applicant made some good-faith effort towards completion of some of the improvements, staff is recommending that the Planning Commission grant only an initial three-month extension of time. Staff is also recommending that an additional three-month extension could be granted administratively if substantial progress towards completion of the improvements have occurred prior to the deadline date. Staff is not recommending a six-month extension outright, as the applicant did not begin the effort to obtain the necessary financing and line up all necessary outstanding items until last year. Therefore, the revised Conditions of Approval reads as follows on the following page:

Planning COA #3:

Proposed Revised Condition: *Building Permits for Modular Buildings and Completion of Parking lot, Landscaping and Street Improvements. The applicant shall obtain permits for all the modular structures within ~~one (1) year~~ three months of entitlement extension of time approval, and complete all on-site and off-site improvements within ~~two years of entitlement~~ three months of extension of time and complete off-site improvements within 3 years of entitlement approval. Staff may administratively grant an additional three month extension of time if substantial progress towards completion of the outstanding improvements/items have occurred, subject to the determination of the City Engineer.*

The applicant started working on the street improvements on March 27, 2019, a priority for the City Engineer's office to address traffic safety concerns during auction-day event when customers park on the streets. Approval of a resolution is required of the Planning Commission that will modify the Conditions of Approval, as shown above, and will affect an extension of time for completion of the DPR conditions.

Public hearing notices were mailed to adjacent property owners within 300 feet of the subject site. As of the writing of this report, staff has not received any comments from the public.

The proposed project has been determined to be substantially in conformance with the Mitigated Negative Declaration (MND 2273) adopted as part of the original Development Plan Review 08-04-0004 which determined that no significant environmental effects would be caused by the project. As such, the proposed project is covered under the adopted MND 2273, and no further CEQA action is required pursuant to Section 15162.

BUDGET (or FISCAL) IMPACT:

Costs for staff preparation of this item are covered by the applicant.

Prepared by: Cathy Perring, Contract Planner
Reviewed by: Kenneth Phung, Planning Manager

Public Hearing: April 17, 2019

Exhibits: Exhibit A - Planning Commission Resolution to Approve the Revised COA
Exhibit B - Conditions of Approval, as revised
Exhibit C - Applicant's Original Justification for 3-year Phasing Plan
Exhibit D- Plan of Proposed Improvements

Consent:
Public Hearing: X
Business Item:
Presentation:
Other:

RESOLUTION NUMBER 19-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING MINOR MODIFICATION (MM) 19-05055 TO MODIFY PLANNING CONDITIONS OF APPROVAL NO 3, THEREFY AMENDING CITY COUNCIL RESOLUTION NO. 4962, RELATED TO DEVELOPMENT PLAN REVIEW 14-03-0025 FOR CONSTRUCTION OF PERMANENT MODULAR BUILDINGS AND OTHER ON-AND OFF-SITE IMPROVEMENTS FOR A CONSTRUCTION EQUIPMENT AUCTION BUSINESS LOCATED AT 2021 GOETZ ROAD.

WHEREAS, Western Construction Auctions (“WCA”) owns and operates a construction equipment auction business located at 2021 Goetz Road in the City of Perris (“Properties”); and

WHEREAS, between 2008 and early 2016, the owner operated under a temporary use permit; and

WHEREAS, on November 4, 2015, the Planning Commission unanimously approved Development Plan Review (DPR) 14-03-0025 to allow the WCA auction facility to use modular structures as permanent buildings, totaling 4,900 square feet with all improvements being completed within 18 months of the entitlement approval; and

WHEREAS, WCA appealed to City Council to revise the Conditions of Approval to allow a 3-year phasing plan to obtain permits and complete all improvements instead of the Planning Commission approved 18-month plan; and

WHEREAS, Council upheld the appeal on February 9, 2016 and allowed a 3-year phasing plan that allowed the applicant to obtain permits within one year, complete on-site improvements within two years, and complete off-site improvements within three years; and

WHEREAS, WCA has requested a six-month extension of time pursuant to Planning Dept. Condition of Approval #3 which allows for up to two one-year extensions of time; and

WHEREAS, WCA has requested that Planning Dept. Condition of Approval #3; be revised to accomplish the above-requested extension of time; and

WHEREAS, the Engineering Department has requested that all the on-site and off-site improvements identified in Planning Conditions of Approval #3 be completed within three months, which is reflected in the updated Planning conditions of approval; and

WHEREAS, an Initial Study and Negative Declaration (ND 2273) were prepared for the original Development Review (DPR 08-04-0004) which determined that no significant environmental effects would be caused by the project and that DPR 14-03-0025 was determined

EXHIBIT - A

to be categorically exempt from CEQA pursuant to Article 19 Section 15301 for a proposed operation out of an existing facility under temporary use permits; and

WHEREAS, in connection with the approval of DPR 14-03-025, public hearings were held on November 4, 2015; and

WHEREAS, on April 17, 2019, the Planning Commission conducted a duly noticed public hearing concerning the Extension of Time and Minor Modification of DPR 1405-025 (the Project), and at the meeting approved the Project on the basis of substantial evidence and in light of the whole record based upon information contained in this Resolution, the staff report and its supporting exhibits, and all written and oral testimony presented at the public hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Perris, as follows:

Section 1. The above recitals are all true and correct and incorporated herein by this reference.

Section 2. The Planning Commission has reviewed and considered the environmental information discussed in the staff report and accompanying attachments prior to taking action on the proposed revision to the Conditions of Approval, and finds that the revisions to the Conditions of Approval do not represent a significant change from the original approval evaluated in ND 2273, and finds and determines that the revisions to the Conditions of Approval could not have a significant impact on the environment as potential impacts were evaluated in ND 2273.

Section 3. The Planning Commission hereby adopts the Amended Conditions pursuant to this revised approval. Said Amended Conditions do not affect any findings made in the Initial Approval, which Initial Approval is incorporated herein by reference, all of which findings remain in full force and effect.

Section 4. The Planning Commission hereby adjusts the Initial Approvals of the Planning Commission, as revised by City Council, in accordance with the changes reflected in this Resolution.

Section 5. Except as amended hereby to substitute and refer to the Amended Planning Conditions, Planning Resolution No. 4962 remain in full force and effect.

Section 6. The Planning Commission declares that should any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

Section 7. The Chairperson shall sign this Resolution and the Secretary shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and **APPROVED** this 17th day of April 2019.

CHAIRPERSON, PLANNING COMMISSION

ATTEST:

Secretary, Planning Commission

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Kenneth Phung, SECRETARY OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, DO HEREBY CERTIFY that the foregoing Resolution Number 19-10 was duly adopted by the Planning Commission of the City of Perris at a special meeting of said Planning Commission on this 17th day of April 2019, and that it was so adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Secretary, Planning Commission

Attachments: Amended Planning Conditions of Approval

**CITY OF PERRIS
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION**

FINAL CONDITIONS OF APPROVAL

DPR 14-03-0025

City Council Meeting – February 9, 2016

Revised April 17, 2019

PROJECT: Proposal to allow an auction facility using modular structures as permanent buildings totaling 4,900 square-feet located at 2021 Goetz Road. The business has been in operation since late 2008 under temporary use permits with a previously approved Development Plan Review application (i.e. DPR 08-04-0012) as a framework for interim operation. **Applicant:** Gregg Scott, Western Construction Auctions.

General Requirements:

1. **Development Standards.** The project shall conform to all requirements of the City of Perris Municipal Code Title 19, including provisions of the Light Industrial (LI) Zone.
2. **Term of Approval.** In accordance with P.M.C. Section 19.50.080, Expiration and Extension of Time, this approval shall expire three (3) years from the date of Planning Commission approval. Within three years, the applicant shall demonstrate the beginning of substantial construction as contemplated by this approval, which shall thereafter be diligently pursued to completion, or substantial utilization. A maximum of three (3) one-year extensions may be requested. A written request for extension shall be submitted to the Planning Division at least ten (10) days prior to the initial (and any subsequent extension) expiration of the Development Plan Review.
3. **Building Permits for Modular Buildings and Completion of Parking lot, Landscaping and Street Improvements.** The applicant shall obtain permits for all the modular structures within ~~one (1) year~~ three months of entitlement extension of time approval, and complete all on-site and off-site improvements within two years of entitlement three months of extension of time and complete off-site improvements within 3 years of entitlement approval. Staff may administratively grant an additional three month extension of time if substantial progress towards completion of the outstanding improvements/items have occurred, subject to the determination of the City Engineer.
4. **Building Official/Fire Marshal.** The proposed project shall adhere to all requirements of the Building Official/Fire Marshal. Fire hydrants shall be located on the project site pursuant to the Building Official. The applicant shall submit a fire access and fire underground plan prior to construction drawings. Water, gas, sewer, electrical transformers, power vaults and separate fire/water supply lines (if applicable) must be shown on the final set of construction plans pursuant to the requirements of the Building Official. All Conditions of Approval shall be included on building plans. See City of Perris website, Office of the Fire Marshal, for examples and relevant information for access and underground plan available at: <http://www.cityofperris.org>.

EXHIBIT - B

5. **Engineering Conditions.** The project shall comply with all requirements of the City Engineer as indicated in the Conditions of Approval dated **September 17, 2008**, as revised by City Council **February 9, 2016**.
6. **Public Works Conditions.** The project shall comply with all requirements of the CIP Manager as indicated in the Conditions of Approval dated **April 16, 2014**.
7. **City Ordinances.** The applicant shall maintain compliance with all local and City ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.
8. **SCE.** The applicant shall contact the Southern California Edison (SCE) area service planner (951 928-8323) to complete the required forms prior to commencement of construction.
9. **Screening of Roof-Mounted Equipment.** Parapet walls shall prevent public views of roof-mounted equipment.
10. **Waste Hauling.** The developer shall use only the City-approved waste hauler for all construction and other waste disposal.
11. **Notice of Determination Filing.** Within three (3) days of Planning Commission approval, the applicant shall submit a check to the City, payable to Riverside County Clerk, in the amount of **\$50** for payment of State Fish and Game fees and County documentary handling fee. In accordance with Section 711.4 of the State Fish and Game Code, no project shall be operative, vested, or final until the filing fees have been paid.
12. **Indemnification.** The developer/applicant shall indemnify, protect, defend, and hold harmless, the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning Development Plan Review 14-03-0025. The City shall promptly notify the developer/applicant of any claim, action, or proceeding for which indemnification is sought and shall further cooperate fully in the defense of the action.
13. **Sanitary Sewer System.** Subject to the approval of the Building Official, the project may provide a subsurface septic system on a temporary basis until the public sewer is constructed within connection distance. The Building Official requires the project to provide the stub-out for future connection. Within six (6) months of availability, the project is required to obtain building permits to demolish the septic system and connect to the sewer system.
14. **Preliminary Water Quality Management Plan (PWQMP).** A Preliminary WQMP was

prepared for the proposed project site. All PWQMPs were determined to be in substantial compliance, in concept, with the Riverside County WQMP Manual requirements. Additional Engineering Department review is required to determine if the proposed retention basin is adequately sized to meet the minimum 100 year storm event volumes. The following two conditions apply:

- a. The development shall be subject to all provisions of City of Perris Ordinance Number 1194, which establishes stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.
- b. The structural BMPs selected for this project have been approved in concept. The owner shall submit a Final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the Retention Basin. The Public Work Department shall review and approve the Final WQMP text, plans and details.

Operational Requirements:

15. **Dust Control.** Unpaved ground surfaces shall be compacted base material or another material approved by the Building Official, for which water trucks shall be utilized as-needed to control fugitive dust.
16. **Trash Enclosures.** The trash enclosure shall be fully screened from public view and include an overhead trellis treatment and landscaping. The trash enclosure shall be approved by the Planning Division and be in conformance with City Standards. The location and elevations of trash enclosures shall be included with the landscape plans.
17. **Signage.** The proposed project does not include signage. All signs shall be reviewed and approved by the Planning Division prior to the issuance of building permits.
18. **Graffiti** located on site shall be removed within 48 hours. The site shall be maintained in a graffiti-free state at all times.
19. **Equipment.** All equipment that is greater than 21 feet in height shall be located on the front half of the property, to alleviate the potential hazards to the neighboring property.
20. **Construction Practices.** To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:
 - a. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m. Per Zoning Ordinance, Noise Control, Section 7.34.060, it is unlawful for any persons between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in a manner as to create disturbing excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.

- b. Stationary construction equipment that generates noise in excess of 65 dBA at the project boundaries must be shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.
- c. Construction routes are limited to City of Perris designated truck routes.
- d. Water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, transportation of cut or fill materials and construction phases to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
- e. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such persons shall be provided to the City.
- f. Project applicants shall provide construction site electrical hook ups for electric hand tools such as saws, drills, and compressors, to eliminate the need for diesel powered electric generators or provide evidence that electrical hook ups at construction sites are not practical or prohibitively expensive.

Prior to Issuance of Grading Permit:

21. **Final Water Quality Management Plan (FWQMP).** Final Water Quality Management Plan (FWQMP). To mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from the long-term operation of the project, the applicant shall develop, receive approval from the City, and implement a FWQMP. The FWQMP shall contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the Preliminary WQMP and developed in compliance with the MS4 permit. The FWQMP shall specifically identify pollution prevention, source control, treatment control measures, and other Best Management Practices (BMPs) that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. The FWQMP shall substantially comply with site design, source control and treatment control BMPs proposed in the approved Preliminary Water Quality Management Plan (PWQMP).

Prior to Issuance of Building Permits:

22. **Building Plans.** All Conditions of Approval and shall be copied onto the approved building plans.
23. **Fees.** The developer shall pay the following fees:

- a. Stephen's Kangaroo Rat Mitigation Fees of \$500.00 per acre;
 - b. City Development Impact Fees in effect at the time of development;
 - c. Multi-Species Habitat Conservation Plan fees in effect at that time;
 - d. Statutory school fees in effect at issuance of building permits to all appropriate school districts;
 - e. Pay any outstanding liens and development processing fees owed to the City;
 - f. Transportation Uniform Mitigation Fees (TUMF) in effect at the time of development.
24. **Landscaping Plans.** Prior to issuance of building permits, three (3) copies of Construction Landscaping and Irrigation Plans shall be submitted to the Planning Division for approval accompanied by the appropriate filing fee. The plans shall be prepared by a California-registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code. The location, number, genus, species, and container size of the plants shall be shown. The following treatments, consistent with the conceptual landscape plan or as conditioned herein, are required:
- a. **Project Boundary.** Mature trees (24" to 36" box) shall be planted along the project boundary.
 - b. **Water Quality Basins and Large Swales.** Tiered landscaping with mature trees (24" to 36" box) shall be planted in these areas, including berms.
 - c. **Accent Landscaping.** Large trees (24" to 36" box) shall be included in the landscape design at all driveway entrances to the project site
 - d. **Parking Areas.** A minimum of 30 percent of trees shall be 36 inch box or larger. Also, a minimum of one 24-inch box tree per 6 parking stalls shall be provided.
 - e. **Street Trees.** All street trees within the public right of way on Goetz Road shall be 24-inch box size or larger, and planted a maximum of 30 feet on center within the parkway.
 - f. **Enhanced Pavement.** Decorative pavement treatments (accent colors, textures, and patterns) should be used for the driveway entrance.
 - g. **BMPs for Water Quality.** All BMPs (vegetated swales, detention basins, etc.) shall be indicated on the landscape plans with appropriate planting and irrigation.
 - h. **Water Conservation.** Rain sensing override devices and soil moisture sensors shall be required on all irrigation systems. Landscaping shall comply with Zoning Code Chapter 19.70 (www.cityofperris.org) for mandated water conservation.
 - i. **Maintenance.** Required landscaping shall be maintained in a viable growth condition.
 - j. **Landscape Inspections.** The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for final landscape inspection after installation of all landscaping and irrigation system is completely operational. Before calling for a final inspection, the City's "Certificate of Compliance" form shall be completed and signed by the designer/auditor responsible for the project, and submitted to the project planner. The project planner shall sign off the "Certificate of Compliance" to signify code compliance and acceptance.

25. **Walls and Fences.** The storage area of the site shall be properly screened from adjoining uses and public view. The plans and details for all walls and fences shall be reviewed and approved by the Planning Division. The plans may be included in the landscape plan check submittal package. The following shall apply:
- a. The front decorative screen wall shall wrap a minimum of 120 feet alongside property lines before changing to chain link with landscaping.
 - b. Gates shall be constructed of tubular steel in a color complementary to the building.
 - c. Knox boxes are required for all gates, to be approved by the Fire Marshal and issued by the Building Division.
26. **Site Lighting Plan.** A site lighting plan shall be approved that complies with the City's Outdoor Lighting Regulations and Mount Palomar Observatory's Dark Sky Ordinance. The lighting plan shall include photometrics, fixture details and light standard elevations. High efficiency fixtures with full-cut off shields shall be used to prevent light and glare above the horizontal plane of the bottom of the lighting fixture and will not conflict with runway or other site lighting at Perris Valley Airport. At least one foot-candle of light shall be provided in all designated office parking area and pedestrian areas for safety and security.

Prior to Issuance of Occupancy Permits:

27. **Disclosures.** The following disclosures shall be recorded on the property, posted in the office reception area, and provided to any potential purchaser and/or lessee of the property:
- a. **Notice of Airport in Vicinity.** The notice to be recorded on title and provided to all potential purchasers and tenants:

NOTICE OF AIRPORT IN VICINITY

This property is located in the immediate vicinity of the Perris Valley Airport. 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 12(A)*

- b. **Dam Inundation Area.** The applicant shall record a disclosure on the property and provide a disclosure to any potential purchaser and/or lessee of the property that the project is within a dam inundation area and is subject to flooding in the event of a dam failure. An acknowledgement of this disclosure shall be provided to the City.
28. **Planning Clearance.** The applicant shall first obtain clearance from the Planning

Division verifying that all pertinent conditions of approval have been met.

29. **Assessment and Community Facilities Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The developer shall complete all actions required to complete such annexation prior to issuance of a Certificate of Occupancy. This condition shall apply only to districts existing at the time the project is approved (or all requirements have been met for a certificate of occupancy, as applicable). Such districts may include but are not limited to the following:
 - a. Landscape Maintenance District No. 1;
 - b. Flood Control Maintenance District No. 1;
 - c. Maintenance District No. 84-1;
30. **Park Lot Paving/Striping and Landscaping.** The designated auction event parking areas shall be striped/paved and all front landscaping shall be installed.
31. **Engineering Conditions of Approval.** All Engineering conditions of approval shall be completed and installed.
32. **Avigation Easement.** The applicant shall grant to the City of Perris and to the Perris Valley Airport an avigation easement in the form and manner approved by the City Attorney and shall cause such easement to be duly recorded in the office of the County Recorder.
33. **Planning Inspection.** The applicant shall have complied with all pertinent Conditions of Approval and have all required parking, lighting, landscaping and automatic irrigation installed and in good condition. The irrigation and landscaping shall conform to the approved landscaping and irrigation plans.



November 12, 2015

Mayor Daryl Busch
Mayor Pro Tem Tonya Burke
Council Member Rita Rogers
Council Member David Starr Rabb
Council Member Mark Yarbrough

Dear Council Members:

WCA is a small heavy construction equipment auction company located at 2021 Goetz Road, Perris, California. We began our relationship with the City back in 2007 when the economy was good and our gross revenues were over \$20,000,000. We moved to this location in October of 2008. That year our gross revenues approached \$25,000,000 and the future looked bright. We had gone through the DPR process and were poised to build the required improvements when the bottom fell out of our business.

As you know, the economy went into a major recession in 2007. In the auction business, a recession is not necessarily a bad thing, as long as it is not an extended downturn. In 2008 our clients began selling off assets, both in an attempt to ride out the economic turmoil and to satisfy the new CARB laws that were coming on line. Business was good ... for awhile. As the recession continued and the CARB deadlines passed, used construction equipment available for sale in this state quickly dried up, and the value of any remaining inventory plummeted. By 2012, our gross revenues were cut in half. They have finally leveled off at about 40% of 2008 numbers over the last two years.

The obvious questions we get at this point in our story is: The recovery seems to have started 1-1/2 to 2 years ago with most contractors going back to work. Why have we not seen similar results? The answer is simple. Just as our industry lagged the recession going in, we also lag the recovery, especially when it was an extended downturn. As the construction industry went back to work in 2013/2014, the remaining inventory of used equipment also went back to work, further limiting the availability of used equipment for sale. It generally takes about three years of strong recovery before the construction industry begins investing in new equipment, thereby freeing up their used equipment for sale.

In order to survive this 60% cut in revenues, like most businesses, we had to get creative to cut costs. This included consolidating our corporate offices from Fallbrook to our Perris location, renegotiating the terms of our property purchase which has left us with a substantial balloon payment in the second quarter of next year, cutting salaries, and negotiating with the City to allow us to continue operating our business via temporary permits, etc. Unfortunately, achieving a similar 60% cut in costs was not feasible, leaving us with very thin profit margins. Over the last two years, our net

01 of 01
v02

EXHIBIT - C



income has been \$50,000 and \$100,000 respectively. We do expect our net income this year will be slightly higher.

As mentioned above, one of our strategies to stay afloat during this difficult time has been to work with the City, specifically the Planning Department to allow us to continue operating our business. To this end, we paid our fees, obtained the temporary permits requested of us, and constructed a wall / installed landscaping along the Goetz Road frontage to improve the aesthetics of the project. Last year, our time allowed under the original DPR expired. Per the Planning Departments request, we again paid our fees and went back through a second DPR process.

This second DPR process has resulted in agreement on all Conditions of Approval except one. Staff recommended that "the applicant shall obtain permits for all modular structures within six (6) months of entitlement approval. All parking lot, landscaping and street improvements and finalized permits shall be completed within 12 months from entitlement approval." On November 4, 2015 we went in front of the Planning Commission and presented our case to extend the deadlines to 12 months for building permits and 36 months for final construction. The Planning Commission agreed on 6 and 18 months respectively.

This brings us to the purpose of our letter to you today. As stated above, WCA is a small business that is just now beginning to feel some relief from the devastating economic realities of the last 7 years. We have worked in good faith with the City over this time period to address the immediate concerns of the City and still keep our doors open. We fully understand that the City has gone above and beyond what they would require from most other businesses by allowing us to operate on temporary permits for all this time. We also know that coming up with the anticipated development fees and engineering costs of more than \$200,000 within the next six months and the remaining construction costs, estimated at over \$400,000, twelve months after that is just not possible for us at this time. We have been in this thing together for 7 years now. Some have argued that that is more than enough time. We argue that after seven years battling this thing together we are finally seeing light at the end of the tunnel and just need a little more time to make this happen. It would be a shame to give up now.

WCA therefore, is formally appealing the Planning Commission's November 4, 2015 decision regarding General Requirement #3 of the Planning Divisions Conditions of Approval for DPR 14-03-0025 which states "the applicant shall obtain permits for all modular structures within six (6) months of entitlement approval. All parking lot, landscaping and street improvements and finalized permits shall be completed within 18 months from entitlement approval." WCA is requesting an additional 6 months for building permits/development fees, and an additional 18 months for construction.

Attached is a proposed phasing plan showing how we propose to develop the project within the time frames requested. We are open to revising the plan details to accommodate priorities of the City.



Whatever your decision, we would like to thank the City Council and the Planning Commission for taking the time to listen to us and to consider our case. We would also like to thank the Planning Department staff, especially Clara Miramontes and Kenneth Phung for all their hard work. They have both been instrumental in helping us navigate this difficult process. They bring a professionalism and common sense approach that represents the City well.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert LaMarsh", with a long horizontal flourish extending to the right.

Robert LaMarsh
President



Phasing Plan

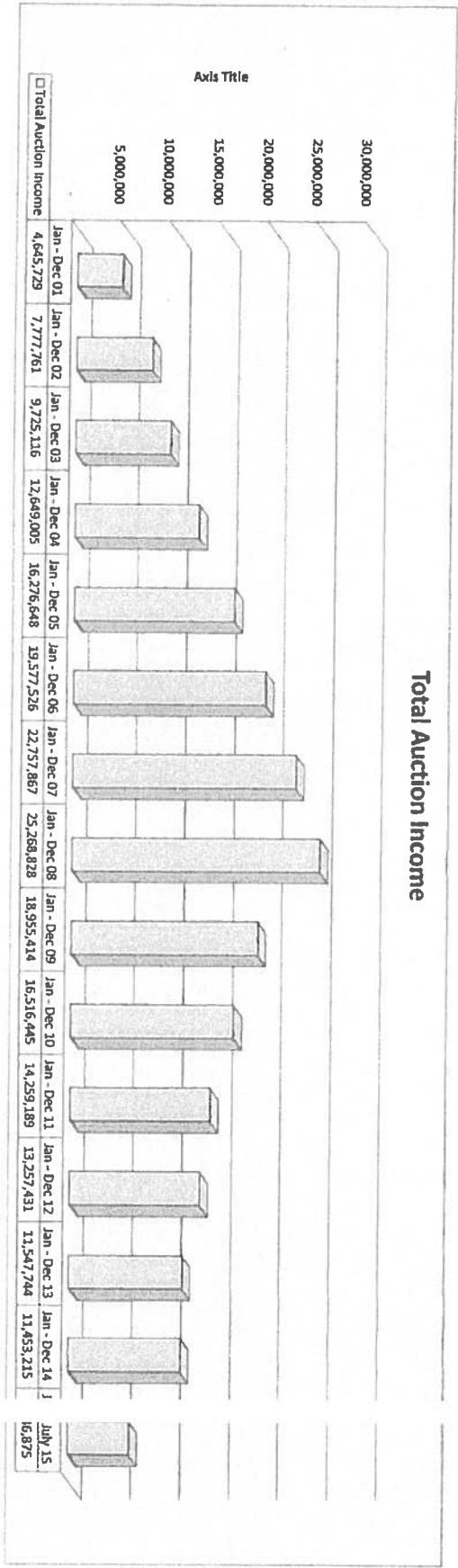
	Design	Agency Fees	Construction	Time Line		
Phase 1	Exchange Modular		\$10,000	To be completed within first year of plan		
	Engineering plans/Construction Drawings	\$30,000				
	Development fees	\$215,000				
Phase 1 Subtotals:			\$30,000	\$215,000	\$10,000	
Phase 1 Totals:			\$30,000	\$255,000		

Phase 2	Construct on-site improvements (sans landscaping)		\$152,000	To be completed in year 2 of this plan				
	Phase 2 Subtotals:				\$0	\$0	\$152,000	
	Phase 2 Totals:				\$0	\$152,000		

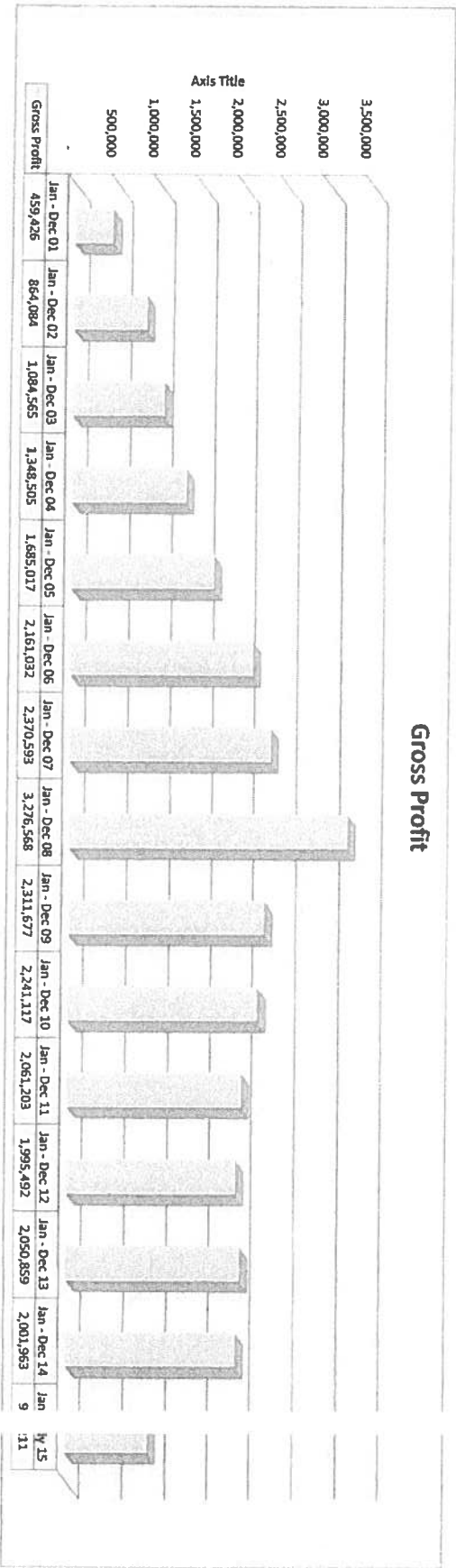
Phase 3	Install Landscaping		\$50,000	To be completed in year 3 of this plan		
	Construct off-site improvements		\$160,000			
	Phase 3 Subtotals:				\$0	\$0
Phase 3 Totals:			\$0	\$210,000		

Totals:	\$30,000	\$215,000	\$372,000	
	\$617,000			

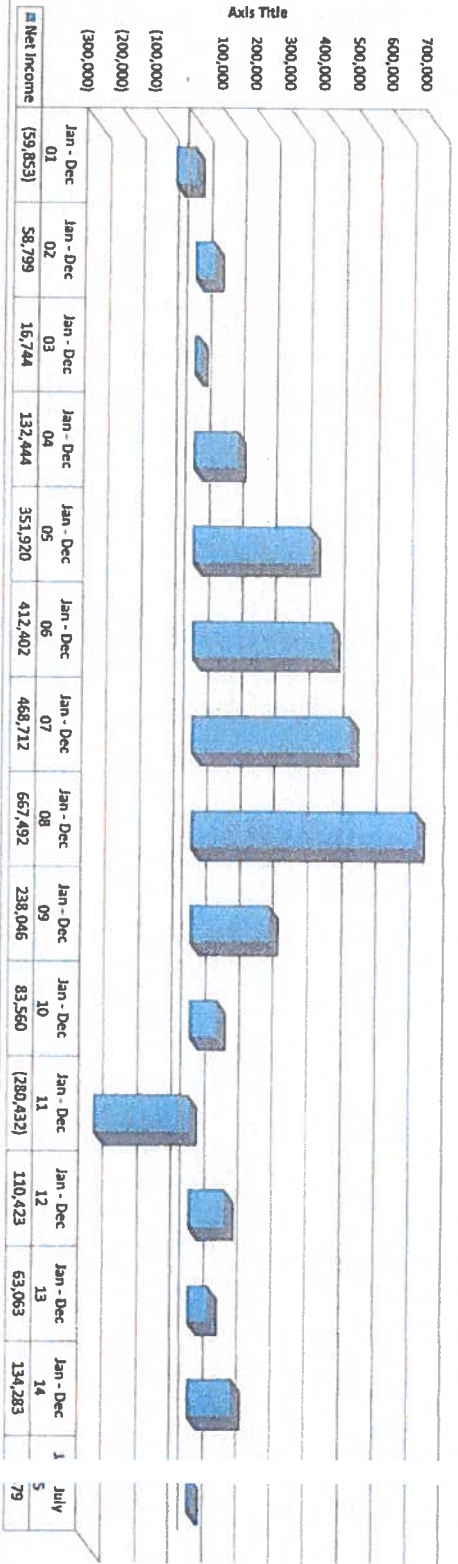
Total Auction Income



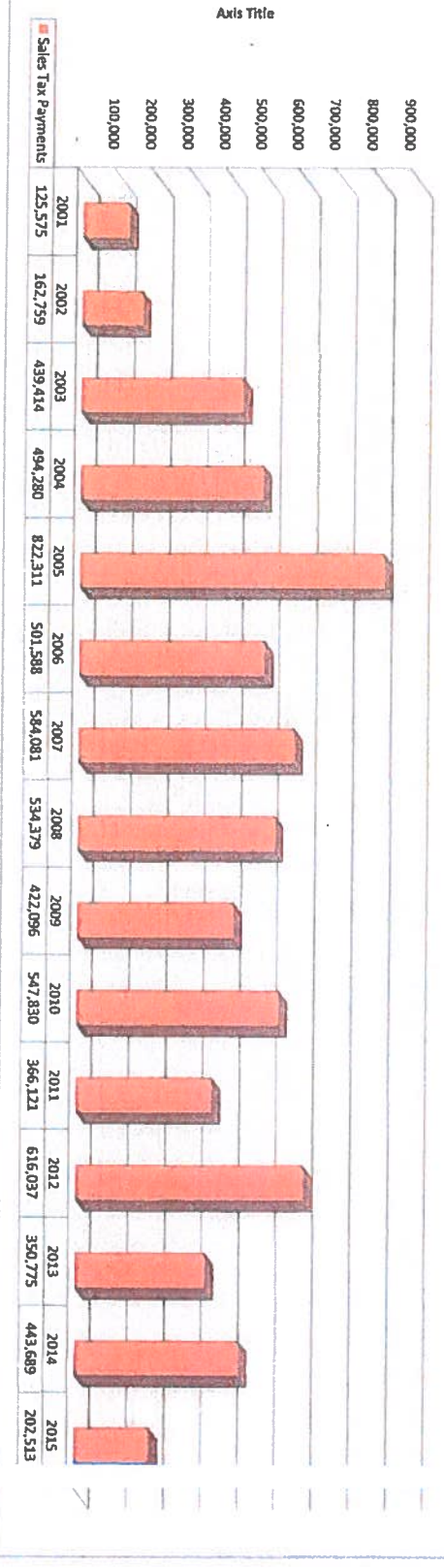
Gross Profit



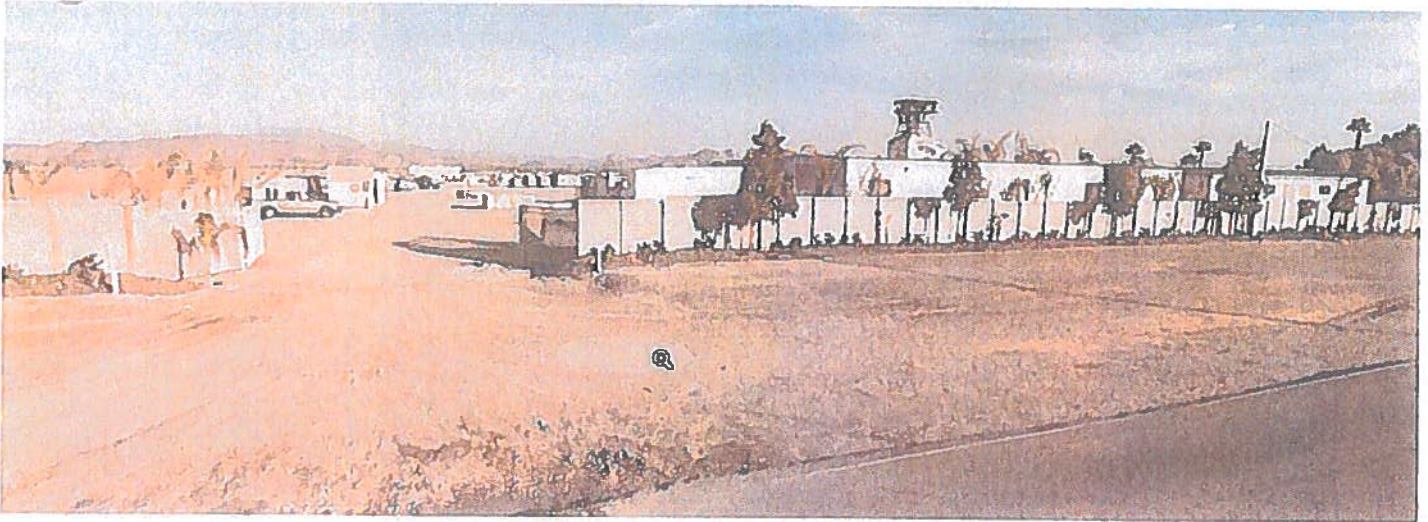
Net Income



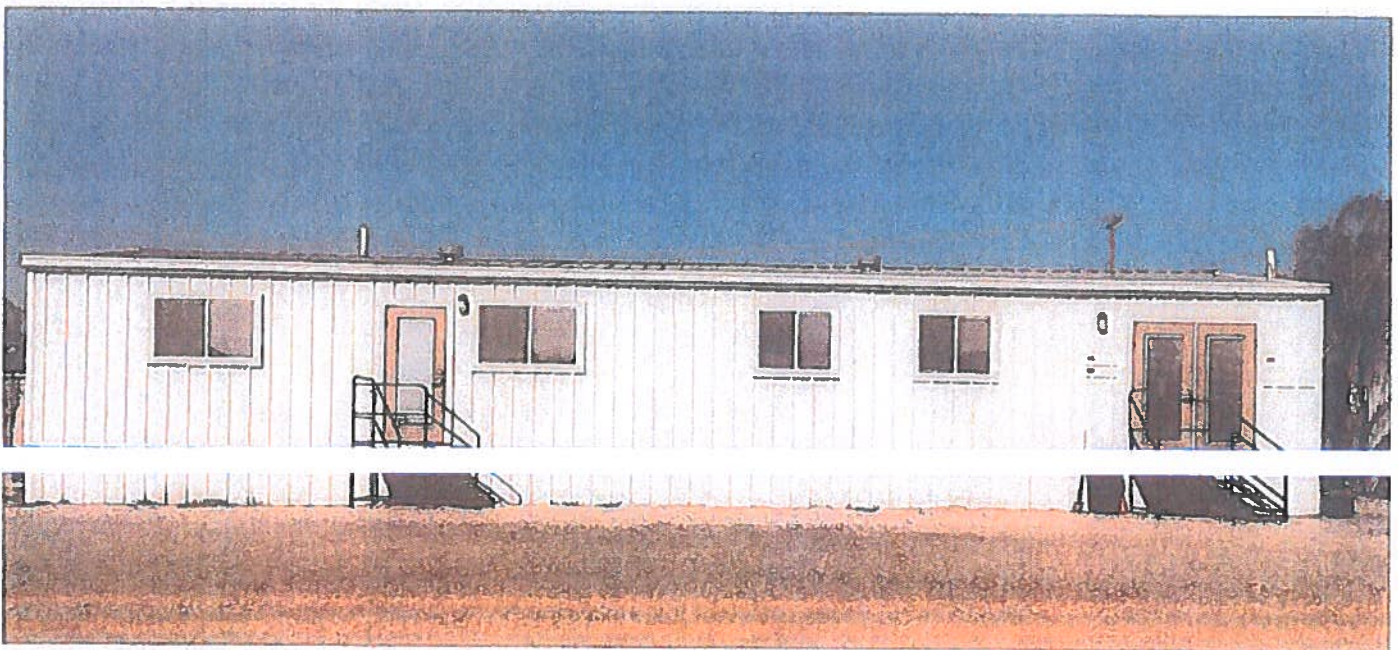
Sales Tax Payments



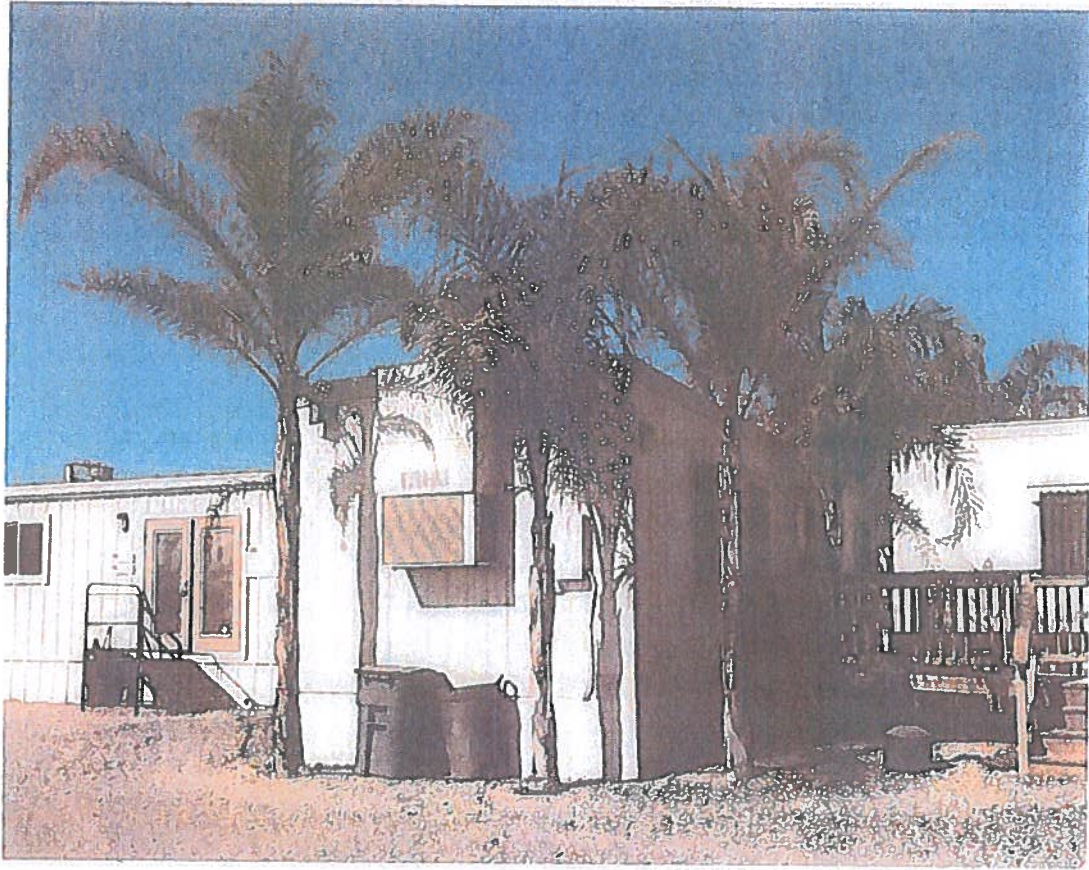
WCA PICTURES



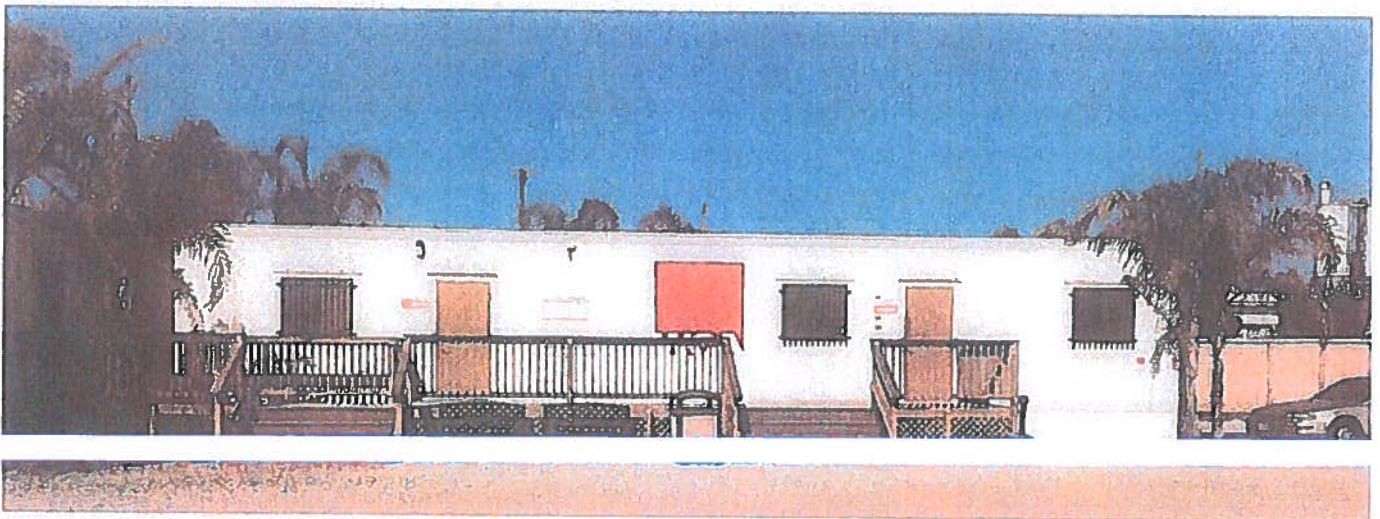
Goetz Road (Street View)



1,536 sf sales trailer

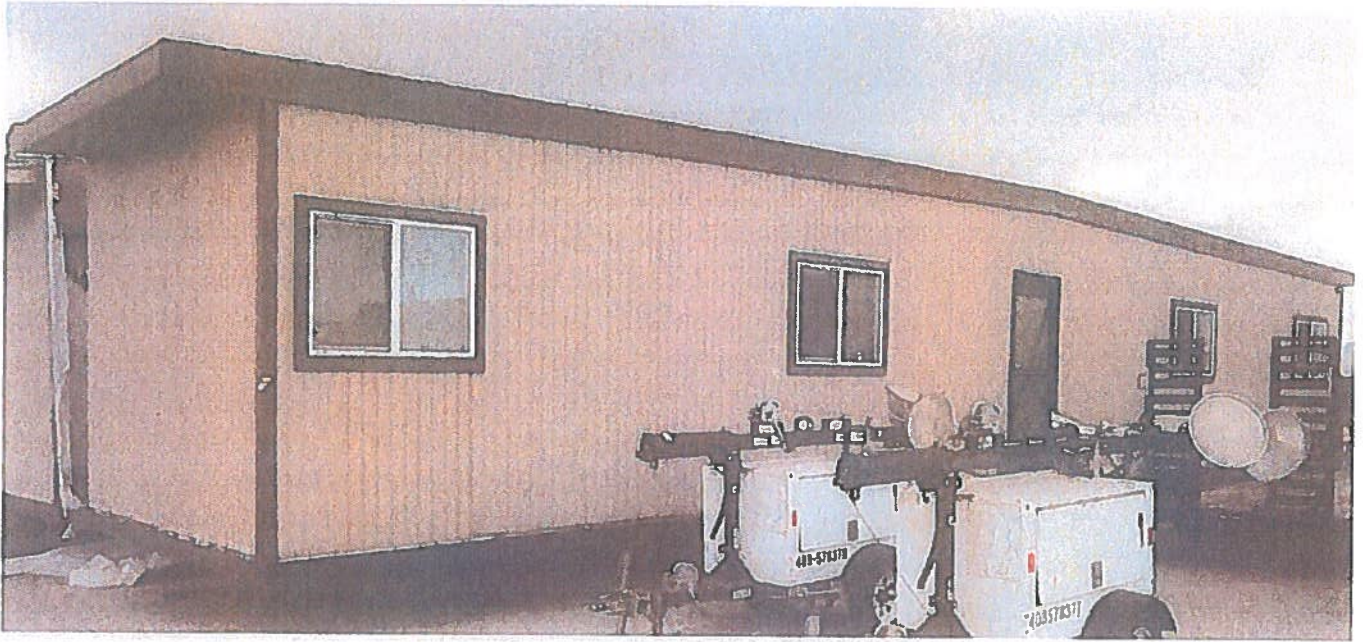


540 sf employee break trailer

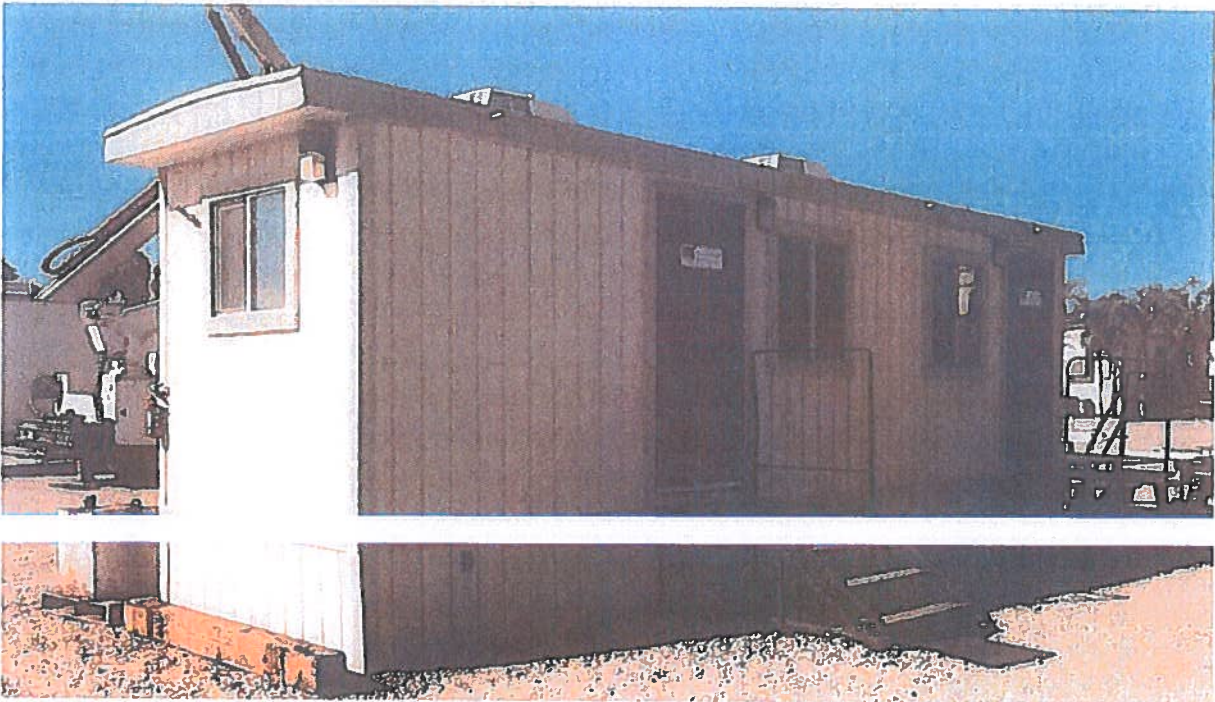


Existing 1,536 sf operations trailer

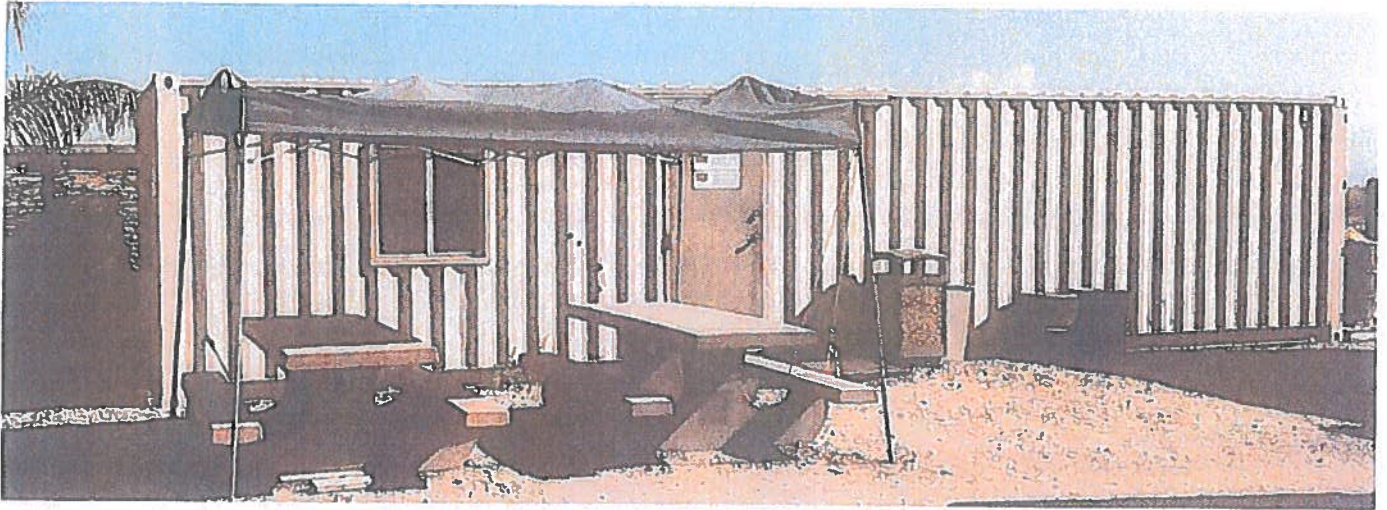
(To be replaced with 2,160 sf trailer: see below)



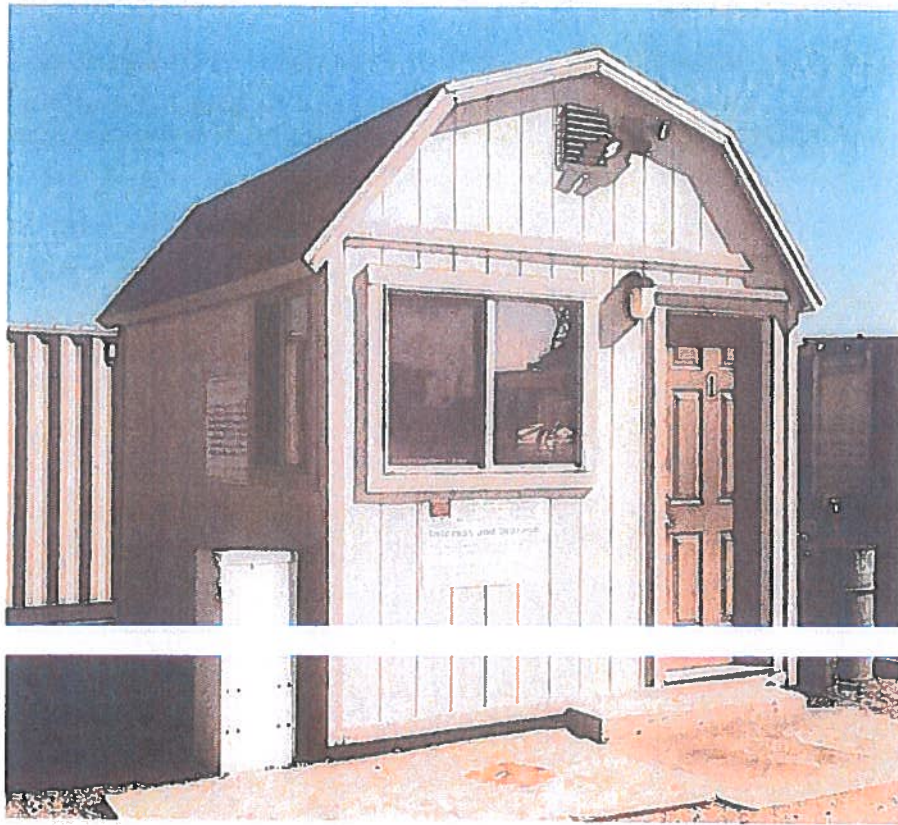
2,160 sf operations trailer



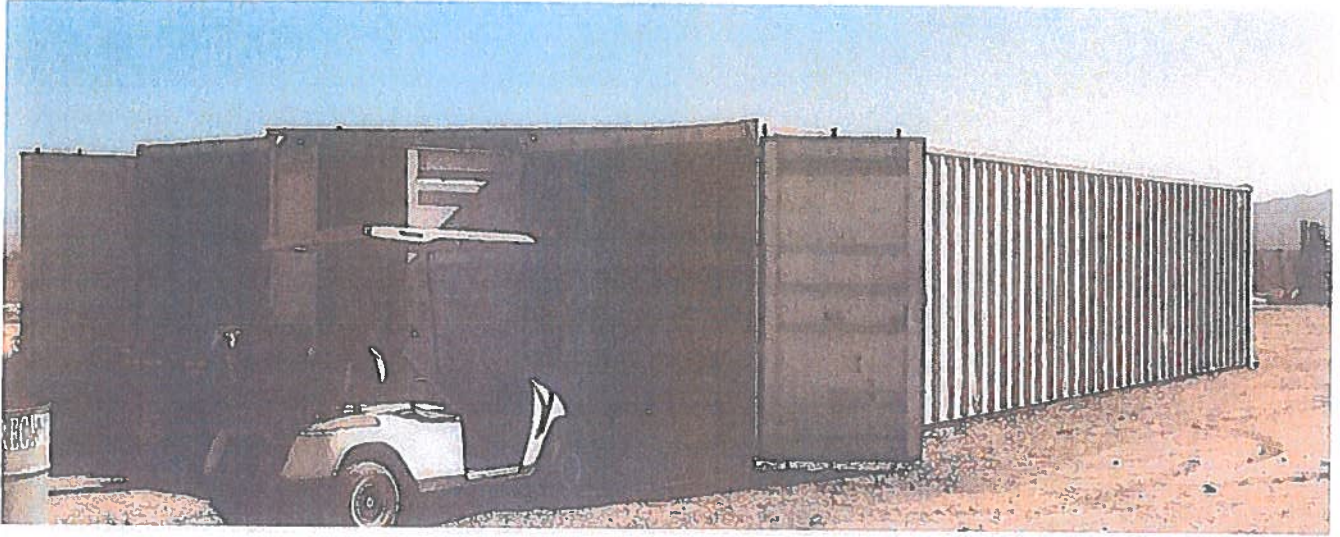
224 sf auction booth



320 sf office/storage container



120 sf check-in shed



360 sf & 320 sf storage containers

Planning Commission Agenda

CITY OF PERRIS
April 17, 2019

Item

7C

Major Modification
17-05075



CITY OF PERRIS

PLANNING COMMISSION


AGENDA SUBMITTAL

MEETING DATE: April 17, 2019

SUBJECT: **Major Modification (MM) 17-05075** – A proposal to modify Development Plan Review (DPR) 14-02-0014, to construct a 273,000 SF addition to the western side of the existing 864,000 SF Integra Perris Distribution Center (IPDC) and to expand the overall site acreage from 43.2 acres to 53.4 acres through the acquisition of the adjoining undeveloped 10.2 acre parcel located at the northeast corner of Webster Avenue and Markham Street. **Applicant:** Russell Pierce, Integra Perris LLC

REQUESTED ACTION: **ADOPT Resolution No. 19-08** to Certify the Supplemental Environmental Impact Report (SEIR), SCH No. 2014051065, adopt a Statement of Facts and Findings and a Statement of Overriding Considerations for the SEIR and make findings in support thereof; and

APOPT Resolution No. 19-09 to approve Major Modification 17-05075 to facilitate construction of a 273,000 SF addition to the western side of the existing Integra Perris Distribution Center based on the findings and subject to condition of approval.

CONTACT: Dr. Grace Williams, Director of Planning and Economic Development 

BACKGROUND/DISCUSSION:

The applicant, Integra Perris LLC, is proposing a Major Modification (MM #17-05075) to the originally approved 864,000 S.F. Integra Perris Distribution Center (IPDC) (DPR 14-02-0014) to allow for the construction and operation of a 273,000 SF addition that would be attached to the western side of the existing 864,000 SF IPDC building. The proposed building addition would be 390' wide by 700' long and 49' 6" in height to match the existing building height. The addition would result in a total building square footage of 1,137,000 SF, and expand the overall site footprint from 43.2 acres to 53.4 acres. Like the existing IPDC building the proposed addition (IPT Perris DC II) does not include or require refrigeration and would maintain the 24 hours a day, 7 days per week operating schedule. It is estimated that the proposed Major Modification would result in the creation of jobs for an additional 200 employees.

The architecture for the expansion will match the existing building, containing a modern architectural style with large expanses of window glazing, horizontal form-lined panels, silver metal accents and a unique cornice treatment. Four new grade doors would be constructed in the western wall of the existing IPDC building, and 20 vertical-lift dock-high doors would be installed on the north and south sides of the proposed expansion building. The proposed expansion would comply with all applicable standards and guidelines outlined in Section 4.2.3 of the PVCC Specific Plan related to architecture including scale, massing, and building relief, roofs and parapets, design and color, and materials.

Roadway improvements will be required along Markham Street and Webster Avenue; Nance Street is already improved. The five (5) driveways serving the existing project would be retained and include three driveways on Nance Street and two (2) driveways from Markham Street. The existing western-most driveway on Markham Street, which is designated for passenger car use-only, will be relocated to the east to align with the office portion of the existing building, to further mitigated potential noise and aesthetic issues to residential homes on the south side of Markham Street. A new additional driveway is proposed along Webster Avenue for truck access only, creating a total of six (6) access points for the completed project.

The proposed project site is approximately 0.25 mile south of the end of the MARB southern runway and is located within the MARB Accident Potential Zone 1 (APZ 1), the Federal Aviation Regulations (FAR) Part 77 Military Outer Horizontal Surface Limits and Civilian Surface Limits, and Compatibility Zone B1 (RCALUC 2014). Zone B1 is the inner approach and departure zone for MARB where dwelling units are not allowed. Also, the compatibility criteria for Zone B1, includes permitted densities (not to exceed 25 people per acre and no more than 100 people per single acre), maximum lot coverage (50 percent), sound attenuation, airspace review, electromagnetic radiation notification, and Avigation Easement dedication and disclosure. The project is an allowed use in the adopted MARB ALUC and is designed and conditioned to meet the 2014 MARB/Inland Port Airport Compatibility Plan to protect flight paths and minimize impacts to residents and employees within the subject area.

The environmental impacts resulting from implementation of the existing 864,000 SF IPDC Project were evaluated in the *Integra Perris Distribution Center Final Environmental Impact Report* (IPDC Final EIR) (SCH No. 2014051065), which was tiered off the PVCC Specific Plan EIR. Following a review of the proposed Major Modification Project, IPT Perris DC II, and the analysis presented in the IPDC Final EIR, the City determined that the Major Modification is a “project” under CEQA for which the potential significant environmental effects were not fully addressed in the IPDC Final EIR. Therefore, additional environmental review was required through the preparation of a Supplemental EIR (SEIR) to the IPDC Final EIR. The environmental analysis in the Final SEIR for the proposed project is, therefore, based on the analysis presented in the PVCC Specific Plan EIR and the IPDC Final EIR, as applicable.

As required by State CEQA Guidelines, a Notice of Completion (NOC) and a Notice of Availability (NOA) of the Draft SEIR for the proposed project was filed with the State Clearinghouse (SCH) on December 14, 2018, and the NOA of the Draft SEIR was also filed with the Riverside County Clerk on December 14, 2018. The Draft SEIR was circulated for public review for a minimum period of 45 days, from December 14, 2018 to January 28, 2019. The SEIR concluded that although all potential project impacts have been substantially avoided or mitigated, there is no complete mitigation for impacts associated with:

- Air Quality (operational and cumulative)
- Greenhouse Gas Emissions (cumulative)
- Traffic (cumulative intersection, Freeway Mainline Segment, Freeway Merge/Diverge, ramp impacts)
- Agricultural resources (project and cumulative impacts related to conversion of Farmland to non-agricultural use)

These impacts would be significant and unavoidable, and require the adoption of a Statement of Overriding Considerations for the project to be approved. A Mitigation Monitoring and Reporting Program was prepared for the potential impacts that require mitigation and is contained in Section 4 of the Final SEIR.

BUDGET (or FISCAL) IMPACT: All costs associated with the project are borne by the applicant.

Prepared by: Mary Blais, Contract Planner

REVIEWED BY: Kenneth Phung, Planning Manager



Attachments: Staff Report
Exhibit A – Conditions of Approval (Planning, Engineering, Public Works, Fire & Building)
Exhibit B – Vicinity Map
Exhibit C – Aerial View
Exhibit D – PVCCSP Zoning Map
Exhibit E – MARB Map
Exhibit F – Site Plan, Architecture
Exhibit G – PC Resolution 19-08 for the SEIR
Exhibit H – Resolution 19-09 for the Major Modification
Exhibit I – ALUC email dated April 4, 2019
Exhibit J – Memo response to ALUC email

SEIR (SCH No. 2014051065), MMRP, Initial Study and Associated Studies are on File at the Planning Department and available online at:
<http://www.cityofperris.org/city-hall/departments/development/planning.html>

Consent:
Public Hearing: April 17, 2019
Workshop:
Presentation:
Other:

CITY OF PERRIS
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION

PROJECT REPORT

Date: April 17, 2019 - Planning Commission

Cases(s): Supplemental EIR (State Clearinghouse No. 2014051065)
Major Modification #17-05075

Environmental Determination: Supplemental EIR - State Clearinghouse No. 2014051065

Project Planner: Mary Blais, Contract Planner

Applicant: Russell Pierce, Integra Perris LLC
14364 Marianopolis Way
San Diego, CA 92129

Owner: IPT Perris DC II LP
18818 Teller Ave Ste. 277
Irvine, CA 92612

Location: 657 Nance Ave and the adjoining 10.2-acre parcel located at
NEC of Webster Avenue and Markham Street.

PROJECT DESCRIPTION: A proposal to modify Development Plan Review (DPR) 14-02-0014, to construct a 273,000 SF addition to the western side of the existing 864,000 SF Integra Perris Distribution Center (IPDC) and to expand the overall site acreage from 43.2 acres to 53.4 acres through the acquisition of the adjoining undeveloped 10.2 acre parcel located at the northeast corner of Webster Avenue and Markham Street, located in a GI zone within the Perris Valley Commerce Center Specific Plan.

Related Cases: Development Plan Review #14-02-0014, Tentative Parcel Map 36726 (1PM 14-03-0020), Environmental Impact Report (SCH 2014051065)

Acreage:

<i>APN</i>	<i>Acreage</i>	<i>Land Use</i>
302-030-005	10.2	Undeveloped
302-030-012	43.2	IPDC

ZONING AND LAND USE:

Existing Zoning: Perris Valley Commerce Center Specific Plan (PVCCSP) – General Industrial (GI)

Surrounding Zoning:

<i>Direction</i>	<i>Zoning</i>
North	PVCCSP – GI
South	PVCCSP – Residential, and LI
East	PVCCSP – GI
West	PVCCSP – GI

Surrounding Land Uses:

<i>Direction</i>	<i>Land Use</i>
North	IPDC auxiliary parking; Nance St
South	Markham Street; 4 Single-family residential homes
East	IPDC; Undeveloped; Industrial
West	Undeveloped; Unimproved Webster Ave. ROW; Approved DPR for Optimus Logistics Center 2.

ANALYSIS & REVIEW:

PROJECT BACKGROUND:

The Planning Commission approved the original development plan (DPR #14-02-0014) for the Integra Perris Distribution Center (IPDC) located at 657 Nance Street, in January 2015, along with a Tentative Parcel Map, (TPM #36726) to merge six (6) existing parcels into one industrial lot of approximately 43.2 acres and the certification of the Final Environmental Impact Report for the project (e.g., FEIR State Clearinghouse No. 2014051065). The project consisted of an 864,000 sq. ft. cross-dock, high-cube industrial warehouse, truck and automobile parking, landscaping, screen & sound walls and associated on and off-site improvements.

Construction of the 864,000 IPDC was initiated in June 2016 and was completed in September 2017. The building was designed to achieve the equivalent of a LEED “Silver” rating under the U.S. Green Building Council 2009 Core and Shell Development standards. Access to the site is provided by five (5) driveways, including two (2) driveways along Markham Street and three (3) driveways along Nance Street. The two driveways along Markham Street provide two-way (full) access; however the western driveway prohibits truck access and the eastern driveway requires a left turn to access Indian Avenue for northward truck movement to Nance Street. The three driveways on Nance Street are full-access and provide either truck-only access or passenger car and truck access.

The truck traffic and the majority of the IPDC traffic were required to funnel through to the Harley Knox Boulevard and I-215 Interchange as contemplated by the Perris Valley Specific Plan. As

required by the PVCCSP and City Zoning Code, numerous employee amenities were constructed on site to serve the IPDC employees, including showers, break rooms, bicycle storage, a basketball court, outdoor picnic tables, and a horseshoe pit.

The site currently provides 825 surface parking spaces, including 530 auxiliary automobile spaces located at the northwest corner of the existing 43.2-acre site. In addition, 224 tractor-trailer spaces have been constructed, which exceed the established parking requirements. Required landscaping and screen wall/berms have been installed at the IPDC site, along Nance Street and Markham Street and the building is currently occupied by a tenant and operates as a high-cube warehouse/distribution center, seven (7) days per week, 24 hours per day with approximately 350 employees.

PROJECT DESCRIPTION:

The proposed Major Modification 17-05075 involves the expansion of the original IPDC site acreage from 43.2-acres to 53.4 acres, through the acquisition of a 10.2-acre parcel immediately southwest of the IPDC site and the construction of a 273,000 sq. ft. building addition to the west side of the existing 864,000 sq. ft. IPDC building. As with the original IPDC site, the proposed 10.2-acre expansion parcel is located within the PVCCSP and is zoned for General Industrial use.

The proposed 273,000 sq. ft. building addition and related required site improvements would encompass the undeveloped 10.2-acre expansion site area and approximately 5.3 acres of the northwest area of originally approved site, which is currently improved with an auxiliary parking lot for a total project area of 15.5-acres.

The existing auxiliary parking lot and other improvements at the IPDC site (e.g., drive aisles, screen wall/berm) would be removed, modified and relocated to the 10.2 acre site expansion area, as necessary to accommodate the proposed 273,000 sq. ft. addition. As further detailed below, the proposed modification project has been designed to comply with the development standards set forth in the PVCC Specific Plan for General Industrial uses relative to minimum size, parking, frontage, width, depth of lots, structure size/floor area ratio, lot coverage by structure, height requirements, setback requirements, and landscape coverage.

Four new grade doors would be constructed in the western wall of the existing IPDC building, and 20 vertical-lift dock-high doors would be installed on the north and south sides of the proposed expansion building. The roof would be designed to support a photovoltaic (solar) electrical energy system.

Like the existing IPDC building the proposed addition does not include or require refrigeration and would maintain the 24 -hours a day, 7 days per week operating schedule. It is estimated that the proposed Major Modification would result in the creation of jobs for an additional 200 employees.

PLANNING AREA:

The proposed development is located in Planning Area 1, "North Industrial," of the General Plan, which is primarily designated for industrial-based land uses and development. Planning Area 1 is bound to the north by March Air Reserve Base and the City of Moreno Valley, to the west by the 215 interstate, to the east by Lake Perris, and to the south by Ramona Expressway. The General Plan describes Planning Area 1 as including land uses that are compatible with March Global Port, such as air-cargo support and air-cargo dependent businesses, and uses that would not be disturbed by air cargo or military plane over-flights. It also assumes that heavy truck traffic can be expected

in this area.

PROJECT ANALYSIS:

GENERAL PLAN AND ZONING CONSISTENCY

As with the existing 43.2-acre, 864,000 SF IPDC project, the proposed 10.2-acre expansion site is designated as General Industrial (GI) within the PVCC Specific Plan, which was adopted by the City of Perris in January 2012 (Ordinance No. 1284) and has subsequently been amended through April 2018.

The project expands the existing warehouse distribution use and associated improvements, which is a use permitted within the GI Zone and contemplated by the PVCCSP and the City's General Plan. More specifically, as identified in the PVCC Specific Plan, the General Industrial designation provides for the development of basic industrial uses to support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The proposed expansion project implements the PVCC Specific Plan, and is therefore consistent with the City's General Plan.

Further, the proposed expansion project is consistent with the underlying GI zoning classification, as it involves the construction and operation of the same types of uses already established as part of the original IPDC project and has been designed in compliance with the applicable development and design standards, policies and guidelines outlined in the PVCC Specific Plan, including but not limited to landscape, parkway, setback, lot coverage, Floor Area Ratio (FAR), and architectural requirements. The project provides for fourteen-foot screened walls/berms along Markham Street and Webster Avenue, which are designated as Major Roadway Visual Corridors in the PVCC Specific Plan. The required walls and fences also provide additional screening and noise attenuation to protect existing residences south of the site, as well as provide site security.

Lastly, the proposed expansion project is consistent with Regional Plans including the March Air Reserve Base (MARB), discussed in more detail below and the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) (e.g., Employers with 250 or more employees on a full- or part-time basis must comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options to provide employees with a menu of options to reduce employee commute vehicle emissions).

MARB AIRPORT LAND USE COMPATIBILITY PLAN

The proposed Major Modification project is located approximately 2.5 miles southeast of MARB for which the Riverside County Airport Land Use Commission (ALUC) adopted MARB/Inland Port Airport Land Use Compatibility Plan (ALUCP) in November 2014.

The proposed expansion site and the existing IPDC site are within the MARB Accident Potential Zone 1 (APZ 1), the Federal Aviation Regulations (FAR) Part 77 Military Outer Horizontal Surface Limits and Civilian Surface Limits, and Compatibility Zone B1 (RCALUC 2014). Zone B1 is the inner approach and departure zone for MARB where dwelling units are not allowed. Also, the compatibility criteria for Zone B1, includes permitted densities (not to exceed 25 people per acre and no more than 100 people per single acre), maximum lot coverage (50 percent), sound attenuation, airspace review, electromagnetic radiation notification, and Avigation Easement dedication and disclosure.

The project is an allowed use in the adopted MARB ALUC and is designed and conditioned to meet the 2014 MARB/Inland Port Airport Compatibility Plan to protect flight paths and minimize impacts to residents and employees within the subject area. There was no requirement to forward the project to the Airport Land Use Commission (ALUC) for a consistency determination since no legislative action is included in the project proposal. The PVCCSP requires projects located within APZ 1 to comply with various mitigation measures, including Avigation Easement, noise, land use and density limitations, property disclosures, lighting, development restrictions and others, all of which have been incorporated as conditions of project approval.

PVCCSP DEVELOPMENT STANDARDS

Development Standards

As with the existing IPDC project, the proposed expansion project has been designed in compliance with the applicable industrial development and design standards, policies and guidelines outlined in the PVCC Specific Plan and underlying GI zoning district, relative to minimum size, parking, frontage, width, depth of lots, structure size/floor area ratio, lot coverage by structure, height, setbacks and landscape coverage. In addition, the site design, building elevations, bio-retention, fencing and other required improvements have been reviewed by staff to verify and ensure compliance with development codes for the General Industrial Zone. Table 1 below summarizes compliance with PVCCSP Development Standards for GI:

TABLE 1: DEVELOPMENT STANDARD SUMMARY (PVCCSP Table 4.0)			
PVCCSP Development Standards for GI	Required	Provided	Complies
Min. Lot Size	15,000 sq. ft.	445,457 sq. ft.	Yes
Min. Lot Frontage	75'	751'	Yes
Lot Depth	100'	630'	Yes
Lot Coverage	50% max	49%	Yes
Floor Area Ratio (FAR)	75% max	49%	Yes
Structure Height	50' max	49'6"	Yes
Front Setback (Arterial) - Nance*	15'	325'+	Yes
Street Side Setback (Arterial) - Webster	None	400'+	Yes
Rear Setback - Markham (loading/unloading activities)	30'	297'+ - Building 30'+ Screen Wall	Yes
Onsite Landscape Coverage	10%	18%	Yes
LEED Design Certification	Encouraged	Silver Level	Yes
Employee Density/Acre 750 employees projected for existing + modification / 53.4- acres	25 persons/acre	14 persons/acre total 7 persons/acre on largest shift	Yes

* Established as front yard for existing 864,000 SF Distribution Center (IPDC)

As demonstrated in the Table above, the proposed Major Modification Project adheres to the PVCCSP development standards for General Industrial (GI). In addition, the proposed project also complies with the on-site design standards and guidelines in the PVCC Specific Plan, relating to

site layout, architecture, lighting and residential buffers, as well as off-site and others), off-site circulation, infrastructure, and landscaping standards as further detailed below. The project will incorporate multiple sustainable features and the developer has indicated that the building will be constructed to LEED Silver certification level, which is consistent with the existing 864,000 sq. ft. IPDC building.

Parking

The Parking and Loading Standards of the P.M.C. Section 19.69 applies to the proposed major modification project and requires that all industrial developments provide off-street parking. The parking requirement calculation is derived by applying a ratio for high-cube warehousing. Table 2 below provides a summary of the type and required number of parking stalls by use compared to the number of stalls provided.

Table 2. PARKING REQUIREMENTS (Per Section 19.69 of the PMC)					
Use	SF of use	City Ratio	Spaces Required	Spaces Provided	Complies
High-Cube Warehousing:					
- 1st 20,000 SF	20,000	1:1,000 SF	20	20	<i>Yes</i>
- 2 nd 20,000SF	20,000	1:2,000 SF	10	10	<i>Yes</i>
- Over 40,000SF	233,000	1:5,000 SF	47	205	<i>Yes</i>
Totals	273,000	-	77	235	<i>Yes</i>
Handicap Spaces	-	76-100 spaces required	4	4	<i>Yes</i>
Tractor Trailer Parking	273,000	1:5,000 SF	55	145	<i>Yes</i>

The total number of automobile parking stalls for the proposed Major Modification combined with the existing IPDC project would be 427 automobile parking stalls, which far exceeds the required number of 347 automobile parking stalls. The total number of tractor trailer stalls for the combined (completed) project would be 369 tractor trailer stalls, compared to the 214-tractor trailer stall required. Finally, a total of 16 handicap spaces would be provided for the completed project, which is two times more than the 8 spaces required. All handicap spaces are located near the primary office building entrances for easy accessibility as required.

Employee Amenities

The proposed Major Modification is not proposing any additional office space and as such, the existing employee amenities, which were constructed for the 864,000 SF IPDC building, pursuant to PVVCSP (Section 8.2.1.4) remain adequate to serve the proposed project. Existing amenities include: unisex showers, locked bicycle lockers, an indoor half-court basketball facility, and landscaped and shade-covered break areas, with nearby horseshoe pits.

TRAFFIC, CIRCULATION AND ACCESS

The proposed expansion site is generally a square-shaped property of approximately 10.2 acres located immediately southwest of the existing 53.4-acre, rectangular-shaped IPDC site. The site is undeveloped and unimproved and is relatively flat.

Urban Cross Roads prepared a Traffic Impact Analysis (TIA) in November 2018, which was prepared according to a scoping agreement with the City of Perris and analyzed impacts on AM and PM peak hour conditions due to project operations. The TIA was prepared according to industry standards and complies with the TIA Guidelines of the County of Riverside and Caltrans. It used the same study areas, analysis methodologies, assumptions (as it relates to trip generation methodology and trip distribution patterns) as those assumed and evaluated in the 2014 IPDC Traffic Impact Analysis (2014 TIA). However, the trip generation rates used in the current TIA are based on the Institute of Transportation Engineers' (ITE's) more current Trip Generation Manual (10th Edition, 2017) while the IPDC Traffic Impact Study used the 9th Edition, 2012. Additionally, a Modified Existing (2018) baseline condition was used to represent the baseline traffic conditions with trips from the Existing IPDC Project removed (subtracted) from existing counts taken in 2018 to calculate Modified Existing 2018 traffic volumes.

The TIA methodology, analysis findings and proposed mitigation measures were peer reviewed by RK Engineering in November 2018, and found to be adequate and meet city requirements.

On-Site Access & Improvements

The existing 864,000 SF IPDC site contains five (5) driveways, which includes three (3) driveways on Nance Street and two (2) driveways from Markham Street; of which will be retained. All three (3) of the driveway accesses along Nance Street provide Truck and Passenger car access. The two (2) driveway accesses along Markham Street are designed to prohibit truck access from the western-most driveway and restrict trucks from the eastern-most driveway from traveling west on Markham Street. Trucks would only travel east to gain access to Indian Avenue. As part of the proposed Major Modification project, the existing westernmost driveway on Markham Street will be relocated approximately 65' to the east so that it aligns with the office portion of the existing building. Relocation of this driveway was required by staff to further mitigated potential noise and aesthetic issues to residential homes on the south side of Markham Street. Finally, a new driveway is proposed along Webster Avenue for truck access only. The addition of the Webster Avenue driveway will allow for more efficient on and off-site tractor trailer access and create a total of six (6) access points for the completed project.

Truck Haul Route

The proposed Major Modification project will be required to adhere truck haul route established for the existing IPDC project, which is from Harley Knox Boulevard to Webster Avenue. No truck traffic would be permitted on Markham Street adjacent to the existing residential neighborhood to the south. Additionally, the western-most driveway access along Markham Street would continue to be for passenger vehicles only and the eastern-most driveway on Markham Street is designed to restrict trucks from traveling west on Markham Street. Trucks would only travel east to gain access to Indian Avenue.

The TIA outlined the need for new site access improvements including the installation of a stop control on the westbound approach of the new driveway on Webster Avenue and the construction

of the intersection with a geometric design that includes a northbound approach with one shared left-through-right-turn lane; a southbound approach with one shared left-through-right turn lane; an eastbound approach with one shared left-through-right turn lane; and a westbound approach with one shared left-through-right turn lane. Additionally, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project site.

Prior to the issuance of occupancy permits, the applicant is required to construct the truck access roadway improvement at Webster Avenue driveway with the necessary curb radii to accommodate a truck with a 67-foot wheelbase.

LANDSCAPING

The PVCCSP requires landscaping to be provided at a minimum rate of 10% for the General Industrial (GI) zone across the site. The conceptual landscape plan proposes a total of 81,505 SF of onsite landscaping for the Project, which equates to 18% of total landscape coverage across the completed project. Landscaping is provided at the base of the building addition facing the Webster street frontage and within parking areas and along adjacent frontages. As permitted by the PVCCSP, landscaping is not provided at the base of the north and south elevations of the building, as these areas is intended for delivery and loading (docking) activities. Landscaping for the proposed expansion site would feature the same landscaping concept along the street setbacks and in parking areas, in accordance with Section 6.0 of the PVCC Specific Plan, which addresses Landscape Standards and Guidelines and low or moderate water trees and groundcover are proposed to be planted along the western side of the proposed building expansion which is consistent with Section 6.1.3 of the PVCC Specific Plan.

There are no changes proposed to the existing landscaped areas to the north, east, and south of the existing, 864,000 SF IPDC building and the conceptual landscape plan for the proposed expansion site fully conforms to the requirements of the PVCC Specific Plan and Chapter 19.70, Landscaping, of the Zoning Code. As with the existing IPDC project, water quality basins will be fully planted with tiered landscaping.

Markham Street and Webster Avenue, which are adjacent to the proposed expansion site, are designated as “Major Roadway Visual Corridors” and subject to the standards and guidelines outlined in Section 4.2.9.2, Major Roadway Visual Zones, of the PVCC Specific Plan (City of Perris 2012a). Landscaping is proposed along Markham Street and Webster Avenue adjacent to the proposed expansion site and the bio-retention area along Nance Street will be expanded to accommodate the project.

PERIMETER WALLS, FENCING

As with the existing IPDC project, the proposed expansion project will utilize a combination of screen walls and fencing along the site boundaries for screening, privacy, noise control, and security. A screen wall combined with berming would be installed to create up to fourteen-foot-high screen walls along Markham Street and Webster Avenue to screen and mitigate potential noise from trucking activities and limit the public’s view to the upper portion of the building. The existing screen walls/berms along Nance Street, which are located north of the existing IPDC building, would be retained, and the screen wall/berm north of the auxiliary parking lot would be relocated to the south to allow for the expansion of the existing detention basin.

BUILDING ARCHITECTURE

The architectural style of the proposed 273,000 sq. ft. IPDC building expansion will match the

existing 864,000 square-foot building, containing a modern architecture with large expanses of window glazing, horizontal form-lined panels, silver metal accents and a unique cornice treatment and would comply with all applicable standards and guidelines outlined in Section 4.2.3 of the PVCC Specific Plan related to architecture including scale, massing, and building relief, roofs and parapets, design and color, and materials.

The proposed building expansion/addition would be attached to the western side of the existing 864,000 sq. ft. IPDC building and would be 390 feet wide and 700 feet long. The façade is articulated in the same manner as the existing building, using a dark tile that emphasizes the recesses. The roof is designed to support a photovoltaic (solar) electrical energy system and the building expansion will maintain the overall building symmetry and contrast through accents that provide visual interest and provide a matching color palette consisting of a variety of grey, off-white and sage greens.

Four new grade doors would be constructed in the western wall of the existing IPDC building, and like the existing building, 20 vertical-lift dock-high doors would be installed on the north and south sides of the proposed expansion building, which will be shielded from public right-of-ways by screen walls.

ENVIRONMENTAL DETERMINATION:

The environmental impacts resulting from implementation of the existing 864,000 SF IPDC Project were evaluated in the *Integra Perris Distribution Center Final Environmental Impact Report* (IPDC Final EIR) (SCH No. 2014051065), which was tiered off the PVCC Specific Plan EIR. Following a review of the proposed Major Modification Project, IPT Perris DC II, and the analysis presented in the IPDC Final EIR, the City determined that the Major Modification is a “project” under CEQA for which the potential significant environmental effects were not fully addressed in the IPDC Final EIR. Therefore, additional environmental review was required through the preparation of a Supplemental EIR (SEIR) to the IPDC Final EIR. The environmental analysis in the Final SEIR for the proposed project is, therefore, based on the analysis presented in the PVCC Specific Plan EIR and the IPDC Final EIR, as applicable.

As required by State CEQA Guidelines, a Notice of Completion (NOC) and a Notice of Availability (NOA) of the Draft SEIR for the proposed project was filed with the State Clearinghouse (SCH) on December 14, 2018, and the NOA of the Draft SEIR was also filed with the Riverside County Clerk on December 14, 2018. The Draft SEIR was circulated for public review for a minimum period of 45 days, from December 14, 2018 to January 28, 2019. Copies of the Draft SEIR were distributed to all Responsible Agencies and to the State Clearinghouse (SCH) in addition to various public agencies, organizations, and interested individuals. Copies of the Draft SEIR were also made available for public review at the City Planning Division, and on the City’s website. The SEIR concluded that although all potential project impacts have been substantially avoided or mitigated, there is no complete mitigation for impacts associated with:

- Air Quality (operational and cumulative)
- Greenhouse Gas Emissions (cumulative)
- Traffic (cumulative intersection, Freeway Mainline Segment, Freeway Merge/Diverge, ramp impacts)
- Agricultural resources (project and cumulative impacts related to conversion of Farmland to non-agricultural use)

These impacts would be significant and unavoidable, and require the adoption of a Statement of Facts and Findings and a Statement of Overriding Considerations, which contrasts the benefits of the project against the unavoidable effects and finds the unmitigated impacts to be acceptable in view of the overriding considerations in order for the project to be approved. A Mitigation Monitoring and Reporting Program was prepared for the potential impacts that require mitigation and is contained in Section 4 of the Final SEIR.

In addition to a letter from the SCH acknowledging compliance with CEQA review requirements, the City received four comment letters during the Draft SEIR Public Review period, including letters from the Riverside County Airport Land Use Commission, South Coast Air Quality Management District Program, City of Moreno Valley, and the Rincon Band of Luiseño Indians. In addition, two comment letters were received after the public review period including a letter from the California Department of Transportation and a letter of support from the Laborers' International Union of North America. All of the comment letters have been included and responded to in Section 2.0 of this Final SEIR. Responses to comments were sent to the agencies and organizations that provided comments and although some of the comments resulted in clarification, enhancement, or revision to the mitigation measures, none of the comments or responses constituted "significant new information" or met any of the conditions in Section 15088.5 of the State CEQA Guidelines that would require recirculation of the Draft SEIR and a response to the comments from the SCH was not required.

In addition to the above letters, an email was received by ALUC on April 4, 2019, recommending that the City complete an analysis of the site intensity to ensure that the proposed project is consistent with the intensity restriction for APZ-1, which outlines an intensity maximum of 25 people in any given acre pursuant to the March ALUC ALUCP and the City of Perris General Plan (see attached Exhibit I). In response to the ALUC email, the intensity of the proposed Major Modification building expansion was reanalyzed and was found to comply with the intensity restrictions for APZ-1. More specifically, the proposed IPT Perris DC II Project involves an expansion of warehouse space for the existing building on the adjacent approximately 10.2-acre parcel. No new office space or other areas that would involve a concentration of people within the building is proposed. Additionally, no expansion or changes to the existing 10,000 SF office spaces within the operational IPDC building are proposed. As such, there are no changes proposed that would require further compatibility review for the existing building. With respect to the proposed expansion, because there is no office space or other use that would involve a concentration of individuals in a specific location, the proposed IPT Perris DC II Major Modification Project is analyzed against the ALUCP non-residential intensity restriction of 25 people per average acre. The 10.2-acre site would allow for 255 individuals within the proposed expansion site. Given the nature of the proposed warehouse use, where occupants are spread throughout the building, and the estimated increase of up to 200 employees, the intensity limit would not be exceeded. The proposed IPT Perris DC II Project would be consistent with the ALUCP.

Findings for Certification of the Supplemental Environmental Impact Report and adoption of the Statement of Overriding Considerations, and approval of MM 17-05075 are contained in the attached Resolutions, which are attached to this report.

PUBLIC/AGENCY COMMENTS

A public hearing notice was sent to property owners within 300 feet of the project site. As of the writing of this report, no additional comments have been received by staff other than those noted above.

Findings - Major Modification 17-05075

1. The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, the Perris Valley Commerce Center Specific Plan, the purposes and provisions of this Title, the purposes of the Zone in which the site is located, and the development policies and standards of the City.

The proposed industrial land use is consistent with the General Plan and the PVCCSP, both of which contemplate industrial uses on the site, as well as within the majority of the PVCCSP area in order to promote high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The location, size, density and intensity of the proposed project and the required improvements are consistent with the development policies and standards of the General Plan and the PVCCSP as the proposed expansion project provides for architecture that will seamlessly match the existing IPDC industrial building, and site design and meets or exceeds all design and development criteria of the underlying GI zoning district and the PVCCSP, which implements the goals and policies of the General Plan and PVCCSP.

The project is also consistent with General Plan Goal III, Policy II.A of the General Plan Land Use Element, that requires development to pay its fair-share of infrastructure costs and III.A, of the General Plan Land Use Element which seeks to provide jobs for residents at all economic levels through commerce and industry and to diversify the local economy.

2. The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of development proposed.

The proposed Major Modification expansion project is physically suitable in terms of parcel size, shape, access and availability to utilities and services, as the site allows for adequate access from Nance Street on the north and Markham Street on the south and provides for the logical extension of infrastructure to service the site. The existing and expansion parcel's size and shape can easily accommodate the proposed development, as evidenced by the fact that the proposed site layout and design meets or exceeds all design and development standards. In addition, nearby utility service connections are available to service the expanded site and building and all improvements will be designed, installed and maintained consistent with City and service agency requirements. As such, the site is physically suitable for the proposed project, in terms of size, shape, access and services.

3. The proposed development and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

As conditioned, the proposed Major Modification expansion project will not be detrimental to the public health, safety or welfare, or injurious to property and improvements in the vicinity or to the general welfare of the City, in that the project is an expansion of an existing industrial warehouse facility and is designed in conformance with the City's Zoning Ordinance. Further, the proposed project meets or exceeds the design and development standards of the PVCCSP, and as such, will seamlessly integrate into the existing site and building and the existing and contemplated land use fabric of the area.

4. The architecture proposed is compatible with the community standards and protects the character of adjacent development.

As designed and conditioned, the proposed architecture for the Major Modification expansion project will seamlessly match the existing IPDC industrial warehouse facility, which already meets and/or exceeds the intent of the more onerous PVCCSP architectural design standards, which requires consistent use of varied colors, textures and materials, human-scale proportion, and the use of durable and low maintenance materials. As with the existing IPDC industrial warehouse, the 273,000 sq. ft. building addition will provide for a modern architectural style, with an articulated façade and the application of the same palette of architectural colors, finishes and features that effectively change the surface planes and breaking up monotonous spans of the building. Additionally, the proposed architecture will be compatible with, and protect the character of the existing and future industrial uses through the application of enhanced development standards, landscaping, setbacks, site design and improvements, which aesthetically enhance the site, while providing privacy and screening.

5. The landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.

As conditioned, the proposed Major Modification expansion project meets or exceeds the on-site and off-site landscape standards for General Industrial as outlined in Section 19.70 of the Zoning Code as well as those specified in the PVCCSP. It provides a mix of specimen native and drought tolerant trees, shrubs, ground cover and annual color throughout the site to ensure visual relief and effectively frame, soften and embellish access points, building entries, parking areas, trash enclosures and employee recreational areas. As required, all areas not covered by structures, drive aisles, parking or hardscape have been landscaped, which will provide an attractive environment for the public's enjoyment.

6. The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed project.

The proposed project provides the safeguards necessary to protect the public health, safety and general welfare through the conditions or approval and mitigation measures, which will ensure that the project is developed in compliance with City and affected service agency codes and policies and mitigate potential impacts to the environment and sensitive land uses.

RECOMMENDATION:

Staff recommends that the Planning Commission:

ADOPT Resolution No. 19-08 to Certify the Supplemental Environmental Impact Report (SEIR), SCH No. 2014051065, adopt a Statement of Facts and Findings and a Statement of Overriding Considerations for the SEIR and make findings in support thereof; and

APOPT Resolution No. 19-09 to approve Major Modification 17-05075 to facilitate construction of a 273,000 SF addition to the western side of the existing Integra Perris Distribution Center based on the findings and subject to condition of approval.

Attachments:

- Exhibit A – Conditions of Approval (Planning & Engineering)
- Exhibit B – Vicinity Map
- Exhibit C – Aerial Map
- Exhibit D – PVCCSP Land Use Plan
- Exhibit E – MARB Zone
- Exhibit F – Site Plan, Landscape, Architecture
- Exhibit G – Resolution 19-08 Certifying SEIR
- Exhibit H– Resolution 19-09 to approve MM# 17-05075
- Exhibit I – ALUC email dated April 4, 2019
- Exhibit J – Memo response to ALUC email

EXHIBIT A

**CITY OF PERRIS
DEPARTMENT OF DEVELOPMENT SERVICES
PLANNING DIVISION**

CONDITIONS OF APPROVAL

**Supplemental Environmental Impact Report (SCH 2014051065)
Major Modification 17-05075**

Planning Commission: April 17, 2019

Project: A proposal to modify Development Plan Review (DPR) 14-02-0014, to construct a 273,000 SF addition to the western side of the existing 864,000 SF Integra Perris Distribution Center (IPDC) and to expand the overall site acreage from 43.2 acres to 53.4 acres through the acquisition of the adjoining undeveloped 10.2 acre parcel located at the northeast corner of Webster Avenue and Markham Street, located in a GI zone within the Perris Valley Commerce Center Specific Plan. Applicant: Russell Pierce, Integra Pacific LLC

GENERAL CONDITIONS:

1. **Supplemental Environmental Impact Report Mitigation Monitoring Program.** The project shall fully comply with all provisions of the adopted Mitigation Monitoring and Reporting Program (MMRP) of the certified SEIR (SCH #2014051065) and Supplemental Environmental Impact Report (SCH#2014051065). The Mitigation Monitoring and Reporting Program (MMRP) Checklist is attached to reduce potential traffic, noise, and air quality impacts, and shall be implemented in accordance with the timeline, reporting and monitoring intervals listed.
2. **Specific Plan Compliance.** The project shall conform to the General Industrial (GI) zone standards of the Perris Valley Commerce Center Specific Plan (PVCCSP).
3. **Building Occupancy.** The proposed Major Modification building has been designed for a Class A high-cube warehouse/distribution use. The occupancy of the building shall not exceed the ratio of 25 employees per acre. The use of the building shall comply with Tables 2.0-2, Land Use, and 12.0-1, Land Use Restrictions, of the PVCCSP.
4. **Future Obligation of Buyers and Lessees.** All future buyers and lessees shall be informed of their obligation to comply with these Conditions of Approval. The applicant shall provide a copy of these conditions and inform the buyer or lessee of their obligation to maintain compliance with all local and City ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.
5. **Phasing.** Any phasing plan shall be reviewed and approved by the Development Services Department and the City Engineer. Each phase of the project shall provide adequate drainage and at least two points of paved access to both lots.
6. **Expansion of Use.** No expansion of the site or the use shall occur without subsequent reviews and approvals from the Planning Division.

7. **Conformance to Approved Plans.** Development of the project site, building elevations, and conceptual landscaping shall conform substantially to the set of plans approved by the Planning Commission on April 17, 2019, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.
8. **Approval Period for Major Modification 17-05075.** In accordance with P.M.C. Section 19.50.080, Expiration and Extension of Time, this approval shall expire three (3) years from the date of Planning Commission approval. Within three years, the applicant shall demonstrate the beginning of substantial construction as contemplated by this approval, which shall thereafter be diligently pursued to completion, or substantial utilization. A maximum of three (3) one-year extensions may be requested. A written request for extension shall be submitted to the Planning Division at least ten (10) days prior to the initial (and any subsequent extension) expiration of the Development Plan Review.
9. **Building Official/Fire Marshal.** The project shall adhere to all requirements of the Building Official/Fire Marshal in the attached conditions of approval dated May 31, 2018 and May 21, 2018, respectively. Fire hydrants shall be located on the project site pursuant to the Fire Marshal, and a fire access and fire underground plan shall be submitted for approval prior to submittal of construction drawings. Water, gas, sewer, electrical transformers, power vaults and separate fire/water supply lines (as applicable) shall be shown on the final set of construction plans.
10. **Public Works Department.** The project shall adhere to all requirements of the Public Works Department in the attached conditions of approval, dated May 30, 2018.
11. **ADA Compliance.** The project shall conform to all disabled access requirements in accordance with the State of California, Title 24, and Federal Americans with Disabilities Act (ADA).
12. **City Engineer.** The project shall adhere to the requirements of the City Engineer as indicated in the attached (Revised) Engineering Conditions of Approval dated March 28, 2019. On and off-site improvement plans shall be submitted for review and approval by the City Engineer.
13. **Indemnification.** The developer/applicant shall indemnify, protect, defend, and hold harmless, the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City concerning this project. The City shall promptly notify the applicant of any claim, action, or proceeding for which indemnification is sought, and shall further cooperate fully in the defense of the action.
14. **Southern California Edison (SCE).** The developer/owner shall contact the Southern California Edison for Savings by Design information (909 357-6509) and the SCE area

- service planner (951 928-8323) to explore energy conservation benefit options and to complete the required forms prior to commencement of construction. No grading permits shall be issued until a letter from SCE is received by the City Engineer indicating electrical service will be placed underground.
15. **Waste Hauling and Disposal.** The project shall use only the City-approved waste hauler for all construction and other waste disposal.
 16. **Property Maintenance.** The project shall comply with the Perris Municipal Code Chapter 7.42 regarding Property Maintenance. The site shall be maintained graffiti-free state at all times. Any graffiti located on the site shall be removed within 48 hours.
 17. **On-site & Off-site Utilities.** All utilities attached to buildings, including meters and utility boxes, shall be painted to match the wall of the building to which they are affixed. These facilities shall also be screened from the public right-of-way by landscaping.
 18. **Performance Standards.** The applicant shall comply with all Performance Standards listed in Chapter 19.44.070.
 19. **Glazing.** Highly-reflective glass shall not be used for architectural elevations.
 20. **Roof Parapets.** The height of the roof parapet shall fully screen any roof-mounted equipment. All vent pipes and similar devices shall be painted to match the building.
 21. **Downspouts.** Exterior downspouts are not permitted on building elevations facing the public right of way. Interior downspouts are required for these elevations.
 22. **Fish and Game Fee.** Within three (3) days of Planning Commission approval, the applicant shall submit a check to the City Planning Division, payable to "Riverside County Clerk-Recorder" for payment of State Fish and Game fees and the County documentary handling fee. In accordance with Section 711.4 of the State Fish and Game Code, no project shall be operative, vested, or final until the filing fees have been paid.
 23. **Signage.** The project approval does not include signage. All monument signage is required to include the Perris Valley Commerce Center logo (per PVCCSP Chapter 4.2.5). Any proposed wall or monument sign will require a sign application and shall be reviewed and approved by the Planning Division prior of building permit issuance.
 24. **Preliminary Water Quality Management Plan (PWQMP).** A Preliminary WQMP was prepared for the proposed Major Modification project site. All PWQMPs were determined to be in substantial compliance, in concept, with the Riverside County WQMP Manual requirements. Additional Engineering Department review is required to determine if the proposed retention basin is adequately sized to meet the minimum 100 year storm event volumes. The following two conditions apply:
 - a. The development shall be subject to all provisions of City of Perris Ordinance Number 1194, which establishes stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations,

and any subsequent amendments, revisions, or ordinances pertaining thereto.

- b. The structural BMPs selected for this project have been approved in concept. The owner shall submit a Final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the Retention Basin. The Public Work Department shall review and approve the Final WQMP text, plans and details.
25. **Construction Practices.** To reduce potential traffic, noise, and air quality impacts, the mitigation measures listed in the SEIR Mitigation Monitoring and Reporting Plan (MMRP) shall be listed and included with the "General Notes" on the construction drawings, and implemented in accordance with the timeline, reporting and monitoring intervals listed in the MMRP.
26. **Vehicle Parking.** Parking for high-occupancy vehicles (HOV) and rideshare vans, and for High-Efficiency Vehicles (HEV) and other fuel-efficient vehicles shall be provided as required by Section MM Air 19, PDF 4-2 of the Mitigation Monitoring and Reporting Plan (MMRP). Design of parking stalls shall comply with PMC 19.69.030C.5b (double-striping). Specially-designated parking stalls shall be marked as such.
27. **LEED Certification.** The building shall be designed to achieve the equivalent of LEED™ "Silver" rating under the US Green Building Council 2009 Core and Shell Development standards, and would be built in compliance with those plans. The design, construction, and operation of the proposed building would incorporate a series of green building strategies which shall include, but not be limited to, the following:
 - The parking area shall include designated parking spaces for high-occupancy vehicles (HOV) and rideshare vans. Parking stall design shall comply with Perris Municipal Code, Section 19.69.030C.5b (required by mitigation measure MM Air 14 of the PVCC Specific Plan EIR).
 - The parking area shall include parking spaces for alternative-fueled vehicles.
 - The parking area shall include electric vehicle charging stations for light-duty vehicles. Electrical lines shall be designed and sized to add additional charging stations when a demand is demonstrated.
 - All parking areas shall be concrete, and may include pervious concrete, if feasible.
 - Automobile parking areas shall include 24-inch box trees from the list provided in the PVCC Specific Plan Landscape Standards Section 6.0 to provide 50 percent shade coverage.
 - Energy-efficient street lighting shall be installed throughout the project site (as required by the Mitigation, Monitoring & Reporting Program).
 - The building's energy efficiency shall be increased by approximately 20 percent above the current Title 24 Energy Standards, as adopted by the City, which exceeds the 15 percent requirement of the PVCC Specific Plan EIR (see mitigation measure MM Air 20).
 - Indoor water use shall be reduced by 25 percent (required by mitigation measure MM Air 20 of the PVCC Specific Plan EIR).

- Irrigation water use shall be reduced through the use of a native and/or drought-tolerant plant palette and “smart” irrigation system that includes drip irrigation and a weather controller.
- Recycled water shall be used for landscape irrigation.
- Potable water use shall be reduced by selecting high efficiency fixtures, reducing indoor use, and using recycled water for landscaping irrigation.
- Light-colored, high-albedo paving and/or roofing materials that reduce the heat island effect shall be incorporated.
- A LEED Accredited Professional shall be part of a principal participant of the project team.

PRIOR TO THE ISSUANCE OF GRADING PERMITS:

28. **Precise Grading Plans.** Precise grading plans shall be submitted to the City for review and approval. Grading plans shall be consistent with approved development plans.
29. **Traffic Control Plan.** A Traffic Control Plan shall be submitted for approval to the City Engineer.
30. **Construction Staging Areas.** Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that construction staging areas are located in the eastern portion of the project site, as far from the residential area at the southeast corner of Markham Street and Webster Avenue as possible. In addition, any temporary night time 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.
32. **Final Water Quality Management Plan (FWQMP).** To mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from the long-term operation of the project, the applicant shall develop, receive approval from the City, and implement a FWQMP. The FWQMP shall contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the Preliminary WQMP and developed in compliance with the MS4 permit. The FWQMP shall specifically identify pollution prevention, source control, treatment control measures, and other Best Management Practices (BMPs) that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. The FWQMP shall substantially comply with site design, source control and treatment control BMPs proposed in the approved Preliminary Water Quality Management Plan (PWQMP).

PRIOR TO THE ISSUANCE OF BUILDING PERMITS:

35. **Final Parcel Map Submittal.** Prior to the issuance of the first building permit, a Tentative Parcel Map shall be submitted and approved to merge the two existing parcels into a single industrial lot.
36. **Landscaping Plans.** Prior to issuance of building permits, three (3) copies of

Construction Landscaping and Irrigation Plans shall be submitted to the Planning Division for approval accompanied by the appropriate filing fee. The plans shall be prepared by a California-registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code. The location, number, genus, species, and container size of the plants shall be shown. The following treatments, consistent with the conceptual landscape plan or as conditioned herein, are required:

- a. **Project Boundary.** Mature trees (24" to 36" box) shall be planted along the project boundary. Where tubular steel fencing is used, solid landscape screening is required in addition to mature trees.
 - b. **Water Quality Basins and Large Swales.** Tiered landscaping with mature trees (24" to 36" box) shall be planted in these areas, including berms.
 - c. **Accent Landscaping.** Large trees (24" to 36" box) shall be included in the landscape design at all driveway entrances to the project site
 - d. **Parking Areas.** A minimum of 30 percent of trees shall be 36 inch box or larger. Also, a minimum of one 24-inch box tree per 6 parking stalls shall be provided.
 - e. **Parking Lot Area Buffer.** A minimum 3-foot high hedge is required to screen all non-truck parking areas from view of the public-right-of-ways.
 - f. **Street Trees.** All street trees within the public right of way on Markham Street and Nance Street shall be 24-inch box size or larger, and planted a maximum of 30 feet on center within the parkway.
 - g. **Landscape Berms.** Screen walls along Webster and Markham Streets shall include a 4:1 sloped landscape berm to visually reduce the screen wall height to eight feet or less.
 - h. **Enhanced Pavement.** Decorative pavement treatments (accent colors, textures, and patterns) should be used for driveway entrances and pedestrian pathways.
 - i. **BMPs for Water Quality.** All BMPs (vegetated swales, detention basins, etc.) shall be indicated on the landscape plans with appropriate planting and irrigation.
 - j. **Water Conservation.** Rain sensing override devices and soil moisture sensors shall be required on all irrigation systems. Landscaping shall comply with Zoning Code Chapter 19.70 (www.cityofperris.org) for mandated water conservation.
 - k. **Maintenance.** Required landscaping shall be maintained in a viable growth condition.
 - l. **Landscape Inspections.** The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for final landscape inspection after installation of all landscaping and irrigation system is completely operational. Before calling for a final inspection, the City's "Certificate of Compliance" form shall be completed and signed by the designer/auditor responsible for the project, and submitted to the project planner. The project planner shall sign off the "Certificate of Compliance" to signify code compliance and acceptance.
37. **Screen Walls and Fencing.** Decorative screen walls shall screen views into truck courts from the public right of way (Markham Street and Webster Street) and adjacent uses. Plans and details for the screen walls shall be included in the landscape plan check submittal package for review and approval by the Planning Division. The following shall apply:
- a. **Decorative Screen Walls.** 14' Decorative screen walls along Webster Street and Markham Street shall match existing screen walls with varied height and include a

- landscaped berm, pilasters every 100 linear feet and include a decorative cap, subject to the review and approval of the Planning Division.
- b. **Tubular fencing.** Shall be provided as shown on the fencing and wall plan presented at the Planning Commission meeting of April 17, 2019.
 - c. **Gates.** Any tubular steel gates in public view shall have high quality view-obscuring mesh material, subject to Planning review and approval.
 - d. **Graffiti.** All block/tilt-up walls shall be treated with a graffiti-resistant coat.
 - e. **Knox boxes** are required for all gates, and shall be approved by the Fire Marshal and issued by the Building Division.
38. **Building Plan Requirements.** The following shall be shown on the building plan check set for Planning staff review and approval:
- a. **Charging Stations.** The applicant shall install charging stations for light-duty vehicles, and the station locations and specifications shall be included on the building plans.
 - b. **Parking stalls** for passenger vehicles shall be striped in accordance with Chapter 19.69.030C.5b of the Zoning Code (double striping).
39. **Site Lighting Plan.** A site lighting plan shall be approved that complies with the City's Outdoor Lighting Regulations and Mount Palomar Observatory's Dark Sky Ordinance. The lighting plan shall include photometrics, fixture details and light standard elevations. High efficiency fixtures with full-cut off shields shall be used to prevent light and glare above the horizontal plane of the bottom of the lighting fixture. At least one foot-candle of light shall be provided in all parking lot and pedestrian areas for safety and security.
40. **March Air Reserve Base.** As required by the Perris Valley Commerce Center Specific Plan (PVCCSP), the following measures shall be implemented to address the project's location within Airport Influence Area 1:
- a. Prior to issuance of building permits, the landowner shall have conveyed an avigation easement to the March Inland Port Airport Authority.
 - b. Any outdoor lighting installed shall be shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
 - c. The following uses shall be prohibited:
 - i) 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.
 - ii) 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.
 - iii) 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. (such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides,

- recycling centers contain putrescible wastes, construction and demolition debris facilities, fly ash disposal and incinerators.)
- iv) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - d. A “Notice of Airport in the Vicinity” shall be provided to all potential purchasers and tenants.
 - e. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - f. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.
 - g. A minimum of 45 days prior to submittal of an application for a building permit for the project, the project applicant shall consult with the City of Perris Planning Division to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding the MARB. If so, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration.
41. **Construction Plans.** All Planning Division and Engineering Department Conditions of Approval, proposed employee amenities, LEED requirements that are included with the Supplemental & Original Final EIR Mitigation Monitoring and Reporting Plan, and the Mitigation Monitoring Plan itself shall be reproduced in full on construction drawings and grading plans, immediately following the cover sheet of such plans. Each Condition shall be annotated on the construction plans for ease of reference (i.e., sheet and detail numbers).
42. **Fees.** The developer shall pay the following fees according to the timeline noted:
- Prior to the issuance of building permits, the applicant shall pay:
- a. Stephen's Kangaroo Rat Mitigation Fees of \$500.00 per acre;
 - b. Multiple Species Habitat Conservation Plan fees currently in effect;
 - c. Current statutory school fees to all appropriate school districts;
 - d. Any outstanding liens and development processing fees owed to the City;
- Prior to issuance of the Certificate of Occupancy, the applicant shall pay:
- e. Appropriate City Development Impact Fees in effect at the time of development; and
 - f. Appropriate Transportation Uniform Mitigation Fees (TUMF) in effect at the time of development, or
 - g. Appropriate Road and Bridge Benefit District fees.
44. **Assessment and Community Facilities Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The developer shall complete all actions required to complete such annexation prior to issuance of a Certificate of Occupancy. This condition shall apply only to districts

existing at the time the project is approved (or all requirements have been met for a certificate of occupancy, as applicable). Such districts may include but are not limited to the following:

- Landscape Maintenance District No. 1;
- Flood Control Maintenance District No. 1;
- Maintenance District No. 84-1;
- North Perris Road and Bridge Benefit District; and
- Future Fire Protection Community Facilities District.

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:

45. **Final Inspection.** The applicant shall obtain occupancy clearance from the Planning Division by scheduling a final Planning inspection after final sign-offs from the Building Division and Engineering Department. Planning Staff shall verify that all Conditions of Approval have been met.
46. **Occupancy Clearance.** The applicant shall have all required paving, parking, screen walls, colors and materials (per approved elevation plans), site lighting, landscaping and automatic irrigation installed and in good condition.
47. **Maintenance Agreement.** The applicant shall provide a recorded document in the form of a Covenant Declaration and/or a Maintenance Agreement to the Development Services Department that specifies maintenance responsibilities for on-site improvements not dedicated to public use including, but not limited to, walkways, decorative pavement, landscaping, fences and walls, signage, lighting fixtures, detention basins and water quality BMP's.

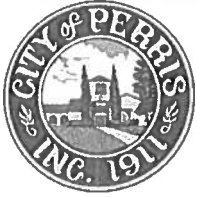
PUBLIC WORKS DEPARTMENT REQUIREMENTS

49. **Off-site Landscaping Plans.** Similar to onsite landscape submittal, three copies of conceptual Construction Landscaping and Irrigation Plans shall be submitted to the Planning Division accompanied by the appropriate filing fee. These plans will be forwarded to Public Works Administration for review and approval. The landscape plans shall be prepared by a California-registered landscape architect and conform to the requirements of Chapter 19.70 of the Zoning Code. The location, number, genus, species, and container size of the plants shall be shown. This landscape plan shall be titled "LMD Conceptual Off-site Landscape Plan 17-05075," and exclude private on-site landscaping, unless intended to be included in landscape easement and annexation. The Conceptual Landscape Plan shall include but not be limited to:
 - a. **Landscape Limits** – Limits of right-of-way areas or easement areas, defined by concrete mow curb and fully dimensioned, to be annexed into the Landscape Maintenance District. A planting palette and hardscape plan intended to meet the design intent of the Landscape Guidelines in effect for the area, or if no such guidelines exist, the design intent of neighboring development as determined by the Engineering Administration and Special Districts Division.
 - b. **Irrigation** – A list of irrigation system components intended to meet the

performance, durability, water efficiency, and anti-theft requirements for Special District landscape areas as determined by the Engineering Administration and Special Districts Division. Components shall include, but not be limited to Salco or GPH flexible PVC risers, an ET based controller with weather station (Hunter or equal), Sentry Guard Cable Guard and Union Guard, and backflow Wilkens Model 375 (or equal) (if one is not already in place).

- c. **Benefit Zone Quantities** – Include a Benefit Zone quantities table (i.e., SF of planting areas, turf, number of trees, SF of hardscape, etc.) in the lower right hand corner of the cover sheet for off-site landscape areas, indicating the amount of landscaping the district will be required to maintain.
- d. **Meters** – If landscape system will be separate from on-site meter water and power, provide new water meter and electrical service. If system is separate, system and accounts to be turned over to landscape district, and district will assume costs for water and power. Each district is required to be metered separately. Show locations of water and electrical meter for landscape district.

[End of Conditions]



CITY OF PERRIS

HABIB MOTLAGH, CITY ENGINEER

CONDITIONS OF APPROVAL

P8-1233

March 6, 2019

MM 17-05075, Expansion to Integra Pacific (DPR 14-02-0014,
PM 36726 MB 240/79-81) (APN 302-030-005 & 302-030-012)
657 Nance Street

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the developer provide the following street improvements and/or road dedications in accordance with the City of Perris Municipal Code Title 18. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. These Ordinances and the following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary and to describe the conditions for a complete design of the improvements. Unless otherwise noted, all offsite improvements as conditioned shall be installed prior to issuance of any occupancy permits. All questions regarding the true meaning of the conditions shall be referred to the City Engineer's office.

1. This project is located within the limits of the Perris Valley area drainage plan for which drainage fees have been adopted. Drainage fees shall be paid to the City of Perris prior to issuance of a permit. Fees are subject to change and shall be in the amount adopted at the time of issuance of the permit.
2. The project's grading shall be in a manner to perpetuate existing drainage patterns, any deviation from this, concentration or increase in runoff must have approval of adjacent property owners. Drainage easements shall be obtained from effected property owners or if within this site, shall be shown on the final map. The applicant shall accept the offsite runoff and convey to acceptable outlet.
3. Construction of Riverside County Flood Control and Water Conservation District (RCFC) Master Drainage Plan and local underground drainage facilities along Webster Avenue shall be required. Prior to design, the applicant's engineer shall meet with

RCFC to set the design criteria. All plans and reports shall be reviewed and approved by RCFC and City of Perris. Catch basins and minimum 18" laterals shall be installed at all intersections adjacent to the site and at all driveways.

4. The project shall complete the installation of Lateral B-5 from its southerly terminus point on Webster to intersection of Markham Avenue including installation of catch basins at the intersection.
5. The incremental increase in runoff between developed and undeveloped stage (100-year) and the nuisance runoff shall be retained within onsite detention basins and drained to Line B-5.
6. Onsite landscape area(s) shall be designed in a manner to collect the onsite nuisance runoff in compliance with WQMP Standards.
7. All onsite drainage runoff shall be collected via onsite underground facilities and conveyed to Line B-5.
8. Webster Avenue along the property frontage, from Markham Street north to existing improvements, shall be improved within dedicated right-of-way with 50' of new pavement, concrete curb and gutter located 32' east of centerline within 47' half-width dedicated right-of-way.
9. Markham Street along the property frontage shall be improved within dedicated right-of-way with 50' of new pavement, concrete curb and gutter located 32' north of centerline within 47' half-width dedicated right-of-way.
10. A traffic signal shall be installed at the intersection of Markham Street and Webster Avenue.
11. Traffic index of 9 shall be used for any work on Nance Street, Webster Avenue, and Markham Street.
12. The intersection of Webster with Markham shall be improved with concrete section to withstand the truck traffic.
13. All improvements shall be coordinated with the improvements of the adjacent projects. One restricted left-in/right-out only vehicular driveway is permitted on Webster Avenue.
14. The existing westerly driveway on Markham Street shall be eliminated and replaced with curb and gutter and sidewalk. A new (cars only) 24' wide driveway shall be installed as approved by City.
15. RTA stop and City/RTA standard shelter shall be provided along Markham or Webster as determined by the City Engineer and RTA.

16. Existing power poles within the project site or along the project boundary (under 66kv), if any, shall be removed and cables undergrounded. All other utility poles, if any, shall be removed and utilities undergrounded.
17. Streetlights shall be installed along perimeter streets adjacent to this site as approved by City Engineer per City of Perris standards. Street lights shall be prepared by Electrical Engineer and shall be LS3, LED.
18. This project is located within EMWD's water and sewer service area. The applicant shall install water and sewer facilities as required by EMWD and Fire Department.
19. The applicant shall submit to City Engineer the following for his review:
 - a. Street Improvement Plans
 - b. Signing, Striping & Signal Plans
 - c. Onsite Grading Plans, SWPPP, and Erosion Control Plan
 - d. Water & Sewer Plan
 - e. Drainage Plans, Hydrology & Hydraulic Reports
 - f. Streetlight Plan
 - g. Final WQMP
20. The project's design shall be in compliance with EMWD and Riverside County Standards and coordinated with approved plans for adjacent developments.
21. 6' concrete sidewalk, handicap ramps, and driveways shall be installed pursuant to Riverside County and ADA standards and as approved by Planning Department. All driveway approaches shall be constructed per Riverside County standards for Commercial Driveway (Std. 207A) and comply with the ADA requirements.
22. Prior to issuance of any permit, the developer shall sign the consent and waiver forms to join the lighting and landscape districts. The developer shall maintain all on and offsite landscaping with exception of median improvements which will be included in landscape maintenance. The proposed streetlights and portions of existing signal at Webster and Nance and new signal at Markham and Webster shall be maintained by City and partial cost paid for by the property owners through annexation to Lighting and Landscaping Districts. In the event RCFC does not maintain the proposed offsite drainage facilities, it shall be annexed to Flood Control District for maintenance.

23. Prior to issuance of any permit, a parcel merger and certificate of compliance (as needed) shall be recorded.
24. Truck access to this site shall be limited to and from I-215 interchange from Harley Knox Boulevard, Webster Avenue, and Nance Street. Truck access to and from Ramona Expressway.

Markham Street shall be prohibited.

25. Reimbursement of costs. Applicant and City shall cooperate to ensure that applicant receives, to the greatest extent practicable, reimbursement for all of applicant's eligible costs of constructing all of the street and drainage improvements. Reimbursement agreement or some similar agreement between applicant and the City and/or establishment of a RBBD community facilities district or other assessment district that will fund the costs of such construction. Notwithstanding the forgoing, City shall have no obligation to reimburse or credit applicant from any City funding other than under the local Development Impact Fee program as adopted by the City. Other sources of reimbursement future developers who benefit from the improvements constructed by the applicant, and/or participants in a community facilities or assessment district created to fund such improvements and other improvements in the vicinity of Applicant's project.
26. Right-of-way acquisition. All right-of-way property area necessary for construction of the street and traffic improvements including any utility and construction easements, not under Applicant's ownership shall be acquired by the Applicant, at Applicant's sole cost. If applicant is unsuccessful in negotiating any right-of-way acquisition with third party owners after a 30-day period, then City shall conduct the necessary analysis to determine in its sole discretion whether to attempt to acquire the right-of-way by exercise of its power of eminent domain; provided, however, that nothing herein shall be deemed a prejudgment or commitment with respect to condemnation.

Habib Motlagh

Habib Motlagh
City Engineer



Dennis Grubb and Associates, LLC

Assisting Cities Build Safe Communities

Fire Department Development Review Comments

May 21, 2018

City of Perris
Attn: Diane Sbardellati
135 N. D Street
Perris, CA 92570-2200

Subject: Development Review for Integra Distribution Warehouse Project; Major Modification 17-05075

As requested a review of the subject property was completed. Please apply the following conditions:

1. Prior to the to the issuance of a grading permits a fire department access plan shall be submitted to the City of Perris for review and approval. The fire department access plan shall comply with the requirements specified by the City of Perris Guideline for Fire Department Access & Water Requirements for Commercial & Residential Development, and the California Fire Code, Chapter 5.
2. A fire department access road complying with the CFC, Chapter 5 and the approved fire department access plans shall be installed prior to building construction.
3. All required fire hydrants shall be installed and operational prior to building construction. All fire hydrants shall remain operational during construction.
4. All required fire hydrants shall be readily visible and immediately accessible. A clear space of not less than 3-feet shall be maintained.
5. City of Perris approval shall be obtained prior to the storage and/or use of hazardous materials as defined by the California Fire Code.
6. Prior to the issuance of a Certificate of Occupancy the building shall be evaluated by an Emergency Radio Communication Specialist to certify if the building meets the emergency communications capability as specified by the California Fire Code § 510. If the building does not the minimum requirements an emergency radio communication enhancement system shall be provided. The system shall be installed and inspected by the City of Perris Building Department before the Certificate of Occupancy is issued.

Respectfully,

Dennis Grubb, CFPE



CITY OF PERRIS

PUBLIC WORKS DEPARTMENT

Engineering Administration

NPDES

Special Districts (Lighting, Landscape, Flood Control)

MEMORANDUM

Date: February 22, 2019

To: Mary Blais, Associate Planner

From: Public Works

Subject: Condition of Approval for MOD# 17-05075; Proposal to expand an operational 864,000 square foot distribution warehouse building by an additional 273,000 square feet for a total of 1,137,000 square feet. The existing project site is approximately 43 acres, and the proposed project adds an additional 10.9-acre parcel to the site at the southwest corner, adjacent to both Webster Avenue and Markham Street. The project is zoned General Industrial under the Perris Valley Commerce Specific Plan, and is located within the March Air reserve Base/Inland Port Airport Compatibility Land Use Plan Zone B1-APZ 1.

-
1. **Dedication and Landscape Easement** - Offer of Dedication and/or Landscape Easements for City Maintenance shall be provided as follows:
 - a. **Webster Avenue:** Provide Offer of Dedication, as needed to provide for full half width street, curb and gutter, sidewalk and off-site landscaping requirements, per City General Plan, including a minimum 15' public parkway from back of curb with 6' wide side walk.
 - b. **Markham Street:** Provide Offer of Dedication, as needed to provide for full half width street, curb and gutter, sidewalk and off-site landscaping requirements, per City General Plan, including a minimum 15' public parkway from back of curb with a 6' wide sidewalk.
 2. **Landscape Maintenance Easement and Landscape Easement Agreement** - The Developer shall provide, for review and approval, a Landscape Easement for areas identified by City Staff. Offer of Dedication and Landscape Easement by City Staff Agreement, and certificate of acceptance to the City of Perris. The City shall record the same with the Riverside County Recorder's Office, and the recorded instrument shall be returned to the City Clerk of the City of Perris for filing.
 3. **Landscaping Plan Review** – The Developer shall provide the City with Landscape, Irrigation Plans, and a plan titled "LMD Off-Site Landscape Plan MOD#17-05075" and shall be mutually exclusive of any private property, on-site landscaping, during the plan review process for review and approval. **The full set of Landscape and Irrigation Plans shall be submitted for City review and approved prior to the start of construction.** The landscape and irrigation plan shall be prepared by a registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code, the Perris Valley Commerce Center Standards and Guidelines, and approved City of Perris plant list. The location, number, genus, species, and container size of the plants shall be shown. Elements of this

Conceptual Landscape and Irrigation Plan shall include but not be limited to the following:

- a. **Landscape Limits:** Limits of right-of-way areas and/or easement areas clearly defined on plans as well as limits defined by a concrete mow curb, fully dimensioned, that are to be annexed into the Landscape Maintenance District (LMD). A planting palette and hardscape plan intended to meet the design intent of the Landscape Guidelines in effect for the area; and/or the design intent of neighboring development, as determined by the Special Districts Division, including:
 1. **Webster Avenue** – Primary tree: Platanus Acerifolia. Use drought resistant shrubs and ground cover intended to complement the existing parkways including but not limited to the following: Baccharis Pilularis, “Coyote Bush”; Callistemon, “Little John”; Leucophyllum, “Texas Ranger”; Red Hot Poker Mulenbergia, “Pink Mully”; and Rosmarinus Officinalis, “Rosemary Tuscan Blue”.
 2. **Markham Street** – Match Phase 1 plant palette.

- Note: As the City deems necessary, the Developer may be required to match adjacent plant palette. Developer to coordinate with the City on the enhanced landscape corner and monument sign, if any, on the intersection of Webster Avenue and Markham Street.

- b. **Irrigation** A list of irrigation system components intended to meet the performance, durability, water efficiency, and anti-theft requirements for Special District landscape areas, as determined by the Special Districts Division. Components shall include, but not be limited to Salco or GPH flexible PVC risers for a point to point irrigation system. No drip line will be used in the LMD landscape areas. Sentry Guard Cable Guard and Union Guard, and backflow Wilkens Model 375xl, or approved equal. “SMART” Controller shall include an ET based controller with weather station that is centrally controlled capable and Wi-Fi ready (Weather-Trak or approved equal). At the discretion of the Special Districts Division, public landscape areas utilizing no more than 8 valves/stations, programmed to irrigate consecutively, and none simultaneously, may propose the use of an alternative ET based controller with weather station that is centrally controlled capable and Wi-Fi ready, such as the Weather Trak System, or approved equal. Proposed system shall be complete with wireless weather station, a five year bundle service, blade antenna, flow sensor and master valve. Coordinate locations of irrigation lines on all components of Architectural Plans, Landscape, Engineering, and all other plans.

- c. **Benefit Zone Quantities:** Landscape Plans to include a Benefit Zone quantities table (i.e. SF of planting areas, turf, number of trees, SF. of hardscape, etc.) in the lower right hand corner of the cover sheet for off-site landscape areas, indicating the amount of landscaping the Landscape Maintenance District will be required to maintain.

- d. **Meters:** Each Maintenance District is required to be metered separately. Show location of separate water and electrical utility meters intended to serve maintenance district areas

exclusively. Show locations of water and electrical meter for Landscape Maintenance District; Flood Control District; Lighting District (84-1) on respective plans. Electrical meter pedestals are to be located in the ROW, easily accessible to maintenance staff while not visually obtrusive in the street scene, and away from street intersections. Coordinate locations of meters on all components of Architectural Plans, Landscape, Engineering, and all other plans.

- e. **Controllers:** The off-site irrigation controller, electrical meter, and water meter are to be located within the right of way (within the off-site landscape area). All points of connection equipment including irrigation controller pedestals, electrical meter pedestals, and backflow preventers are to be located in locations that are easily accessible to maintenance staff while not visually obtrusive in the street scene, and away from street intersections and located in the LMD area. Backflow preventers are to be screened on all sides with five (5) gallon plant material and be enclosed in a metal cage. Coordinate locations of controllers on all components of Architectural Plans, Landscape, Engineering, and all other plans.
4. **Recycled Water** - The project landscape architect shall coordinate with Eastern Municipal Water District (EMWD) to verify if the site will be served with recycled water. The Landscape and Irrigation plans and design shall meet the requirements of EMWD and provide additional irrigation components, as needed.
 5. **The Project Landscape Architect** - Shall submit a copy of all irrigation plans and specifications to EMWD for review and approval.
 6. **Landscape Inspections** - The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for only "OFF-SITE" landscape and irrigation inspections at the appropriate stages of construction. Inspections shall be scheduled 48-Hours (Monday - Friday) in advance prior to actual inspection. Contact Public Works/ Special Districts Supervisor at (951) 657-3280 Ext. 617 to schedule inspections.
 - **Inspection #1** – Trenches open, irrigation installed, and system pressurized to 150 PSI for four (4) hours.
 - **Inspection #2** – Soil prepared, and plant materials positioned and ready to plant.
 - **Inspection #3** – Landscaping installed, irrigation system fully operational, and request for "start of a 1 year maintenance period" submitted, with all required turn over submittal items provided to Public works Engineering Administration/Special Districts.
 - **Turn-Over Inspection** – On or about the one year anniversary of Inspection #3, Developer shall call for an inspection to allow the City to review and identify any of the following: potential irrigation defects; dead plant material and weeding; debris or graffiti needing removal; stressed, diseased, or dead trees; mulch condition; hardscape; and/or other concerns with the landscape installation; or to accept final turn over of the landscape installation. At the sole expense of the Owner/Developer, shall be responsible for rectifying irrigation system and installation deficiencies, and the one year maintenance period shall be extended by the City until all deficiencies are cured to the satisfaction of the City. If in the opinion of the City's Landscape Inspector

the landscape installation is in substantial compliance with the approved landscaping plans, the irrigation and communication system is functioning as intended, and the landscape installation is found to be acceptable to the City, then the inspector shall recommend to the City's Special District Supervisor to accept turn-over of water and electrical accounts, Wi-Fi communication contracts and the entire landscape installation.

Note: The City reserves the right for the Contractor and/or Developer to pot hole or uncover all irrigation components at the sole expense of the Contractor and/or Developer, if inspection requirements are not met and/or missed inspection, as the City deems necessary.

7. **One Year Maintenance and Plant Establishment Period** – The applicant will be required to provide at a minimum a one (1) year maintenance and plant establishment period, paid at the sole expense of applicant. This one year maintenance period commences upon the successful completion of inspection #3, discussed above, and final approval by the City. During this one year period the applicant shall be required to maintain all landscape areas free of weeds, debris, trash, and/or graffiti removal; and keep all plants, trees and shrubs in a viable growth condition. Prior to start of the one year maintenance period, the developer shall submit a weekly Landscape Maintenance Schedule for the review and approval by the City's Special Districts Division. The City shall perform periodic site inspections during the one year maintenance period, to identify any and all items needing correction prior to acceptance by the City, at the conclusion of the one year maintenance period. Said items needing correction may include but are not limited to: replacement of dead or diseased plant materials; weeding; replenishment of mulches; and/or repair of damaged or non-functioning components; test of irrigation controller communications; etc. During this period, the City shall begin the annual assessment of the benefit zone in preparation for the landscape installation turn over to the City maintenance staff. The applicant to provide a site point of contact for any site repairs that are needed, prior to final site sign off.

8. **Acceptance into Flood Control District (FCD) #1** - Prior to acceptance into FCD#1, the Developer shall deliver two (2) hard copies and one (1) electronic copy of the Storm Drain Plan As-Builts. Developer to also include one (1) copy (CD or USB Flash Drive) of video of the complete storm drain pipe intersections/transitions. The plans and CD to be submitted to the Department of Public Works attention:

Luis Natera
1015 South G Street
Perris, CA 92570
Cell: (951) 634-1187
E-mail: lnatera@cityofperris.org

9. **Street Lights** - Prior to acceptance into Lighting District 84-1, coordinate turn over information pertaining to street lights, and traffic signal electrical/SCE service meters with Liset Hernandez at (951) 657-3280 ex.617. (i.e. provide electrical meter number, photo of pedestal and As-Builts of streetlights), and coordinate "request for transfer of billing information" with SCE and City of Perris for all new service meter(s). The Developer shall pay 18 month energy charges to the City of Perris

for all site street lighting. Call Daniel Louie, Project Manager at Willdan Financial Services at 951-587-3564 dlouie@willdan.com for amount due and obtaining a receipt for payment.

10. Assessment District - Prior to permit issuance, developer shall deposit \$5,250 per District, \$15,750 total due. Payment is to be made to the City of Perris, and check delivered to the City Engineer's Office. Payment shall be accompanied by the appropriate document for each District indicating intent and understanding of annexation, to be notarized by property owner(s):

- a. Consent and Waiver for Maintenance District No. 84-1:**
- b. Consent and Waiver for Landscape Maintenance District No. 1:**
- c. Petition for Flood Control Maintenance District No. 1:**
- d. Original notarized document(s) to be sent to:**

Attn: Daniel Louie, Project Manager
Willdan Financial Services
27368 Via Industria #200
Temecula, Ca 92590
P (951) 395-6670 or (951) 587-3500

- e.** Prior to final map recordation or final certificate of occupancy the Developer shall annex into the aforementioned districts, posting an adequate maintenance performance bond to be retained by the City as required by the City Engineer. Upon receipt of deposit and Consent and Waiver Forms, the Developer shall work with the City to meet all required milestones for annexations.
- f.** The City prepares the Engineer's Report which includes a description of the improvements to be maintained, an annual cost estimate and annual assessment amounts.
- g.** The annual assessment ballots will be based on the Engineer's Reports, to be reviewed and approved by the property owner.
- h.** The reports and corresponding resolutions are placed, for approval, on the City Council Meeting Agenda. City Council action will include ordering the assessment ballots and setting a Public Hearing for no sooner than 45 days. Property owner attendance at this City Council Meeting is not required.
- i.** The assessment ballots are sent to the property owner and are opened by the City Clerk at the close of the Public Hearing. With a "yes" vote by the property owner the City Council can move forward with the resolution that confirms the Annexation. Property owner attendance at this Public Hearing is not required.
- j.** Confirmation by the City Council completes the annexation process and the condition of approval has been met.

- 11. Landscaping Plans** – The developer shall provide three (3) hard copies and one (1) electronic copy of the Landscape and Irrigation As-Built Plans, and a plan titled “LMD Off-Site Landscape Plan MOD#17-05075”. As-Built copies shall be submitted to the Planning Department for approval and shall be accompanied by the appropriate filing fee.

- 12. Water Quality Management Plans** - The applicant shall submit a Preliminary and final WQMP, accompanied by the appropriate filling fee to the Planning Department and City Engineering Department, respectively. Details for treatment control facilities shall meet both the Riverside County WQMP Design guidelines, and the additional requirements of the Engineering and Special Districts Division intended to reduce the long term maintenance costs and longevity of improvements. Components shall include, but not limited to:
 - a. Storm Drain Screens:** If off site catch basins are required by the City Engineer’s Office, connector pipe screens shall be included in the new catch basins to reduce sediment and trash loading within the storm pipe. Connector pipe screens shall meet the type, style, and durability requirements of the Public Works Department and Special Districts Division.

 - b. WQMP Inspections:** The project applicant shall inform the on-site project manager and the water quality/utilities contractor of their responsibility to call for both “ON_SITE” and “OFF_SITE” WQMP inspections at the appropriate stages of construction. Contact CGRM at (909) 455-8520 to schedule inspections.

 - c. Acceptance by Public Works and Special Districts:** Both on-site and off-site flood control/water quality facilities required for the project, as depicted in the final WQMP, shall be installed and fully operational, and approved by the final inspection by the City’s WQMP Consultant, CGRM. The developer shall obtain a Final Clearance Letter from CGRM indicating compliance with all applicable Conditions of Approved for the approved WQMP. The Developer shall deliver the same to the Public Works-Engineering Special Districts. In addition, prior to acceptance by the City, the Developer shall submit a Covenant and Agreement describing ongoing maintenance responsibilities for on-site facilities per the approved WQMP, to the Public Works and Special Districts Division. The public Works Special Districts Division will review and approve the Covenant and Agreement. The City shall record the same with the Riverside County

- 13.** The Reports and corresponding resolutions are placed, for approval, on the City Council Meeting Agenda. City Council action will include ordering the assessment ballots and setting a Public Hearing for no more than 45 days. Property owner attendance at this City Council Meeting is not required.

- 14.** Confirmation by the City Council completes the annexation process and the condition of approval has been met.

SRC COMMENTS
***** BUILDING & SAFETY *****

Planning Case File No(s): MMOD17-05075

Case Planner: Diane Sbardellati

Applicant: Russell Pierce

Location: 657 W. Nance Street

(EIR 14-06-0005/SCH No. 2014051065, Tentative Parcel Map 36726, and Development Plan Review 14-02-0014 -approved 12-17-2014

Proposal to expand an operational 864,000 sf. warehouse building by additional 273,000 sf for a total of 1,137,000 sf. site is approximately 43 acres. Proposal adds additional 10.9- acre parcel to site Location: 657 W. Nance Street, with frontage on Nance St to the north, Markham St, to the south, and Webster to the West on Indian

Project: Ave. Applicant: Russel Pierce, RDP Development, Inc.

APN(s): 302-030-005

Reviewed By: Jesse Sanchez, CBO

Date: 5/31/18

Following Standard Building & Safety Conditions of Approval
Are Applicable to This Project:

1(A,B,C,D,E,F,G,H); 2; 3; 4; 5; 13; 14(A,B,C,D,E); 16;

Specific Conditions:

- A) Requires Separate Fire Review.
- B) Provide minimum 60' setback to maintain unlimited allowable area for building.

BUILDING & SAFETY

GENERAL CONDITIONS

- 1. Shall comply with the latest adopted edition of the following codes as applicable:
 - A. California Building Code
 - B. California Residential Code
 - C. California Electrical Code
 - D. California Mechanical Code
 - E. California Plumbing Code
 - F. California Energy Code.
 - G. California Fire Code
 - H. California Green Building Standards Code.

- 2. Automatic fire suppression systems shall be installed in all new construction when the gross area of the building exceeds 5,000 sf. or more than two-story high per Title 16 of the City of Perris Code of Ordinances.

- 3. The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.

- 4. All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as to not cause any existing structure to become non-conforming with the requirements of the latest adopted edition of the Building Code, or any other applicable law, ordinance, or code.

- 5. The Tract or Parcel map shall record prior to the issuance of any permits

- 13. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties.

PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS

- 14. The following items shall be completed and/or submitted as applicable – prior to the issuance of building permits for this project:
 - A. Precise grading plans shall be approved
 - B. Rough grading completed
 - C. Compaction certification
 - D. Pad elevation certification
 - E. Rough grade inspection signed off

16. The existing parcels shall be combined into a single parcel, or a lot line adjustment shall be done so that the proposed structure(s) does not cross any lot line and complies with all requirements of the California Building Code, prior to any building permits being issued.

EXHIBIT B
VICINITY MAP
MM 17-05075

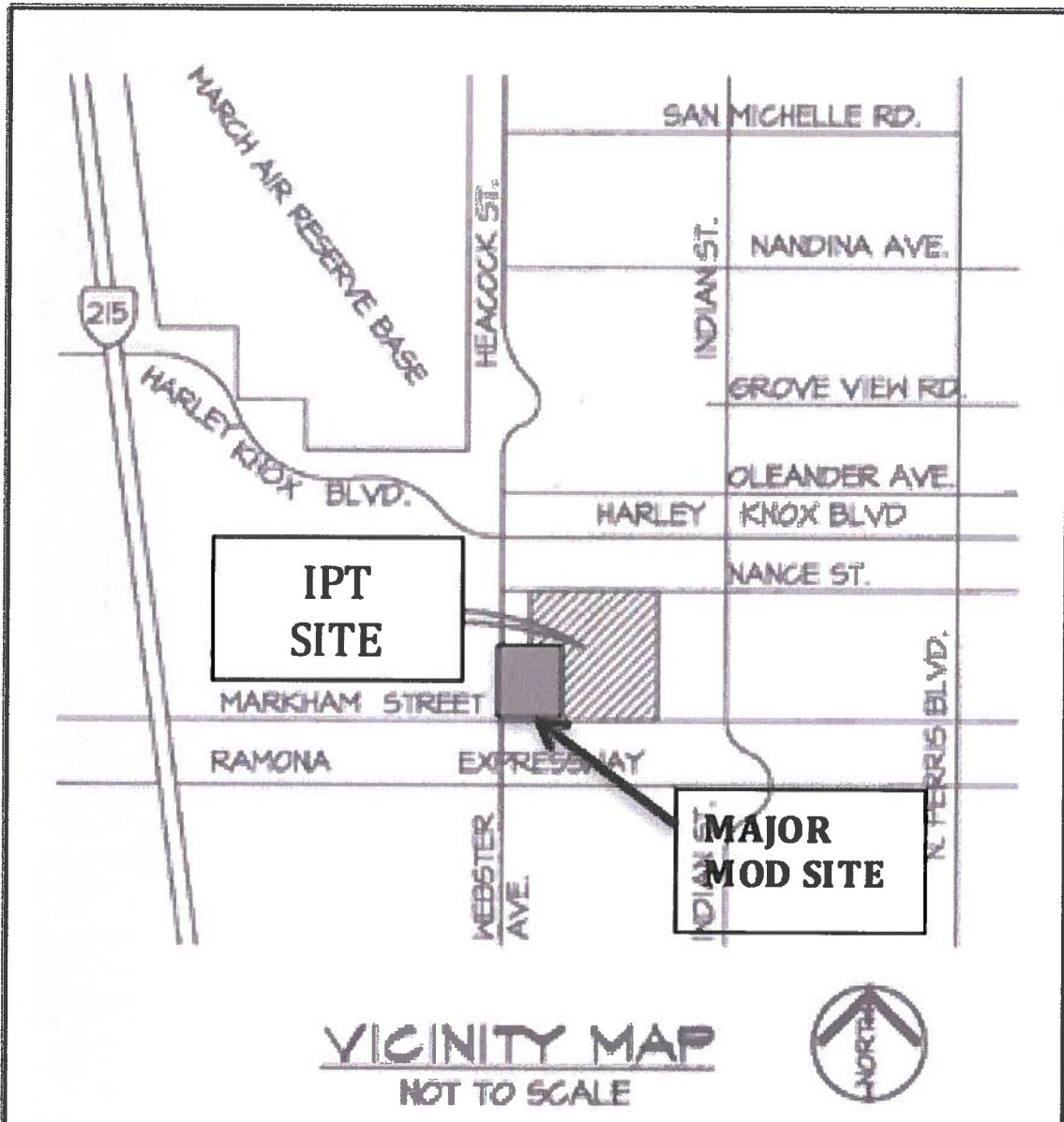


EXHIBIT C
AERIAL MAP
MM 17-05075

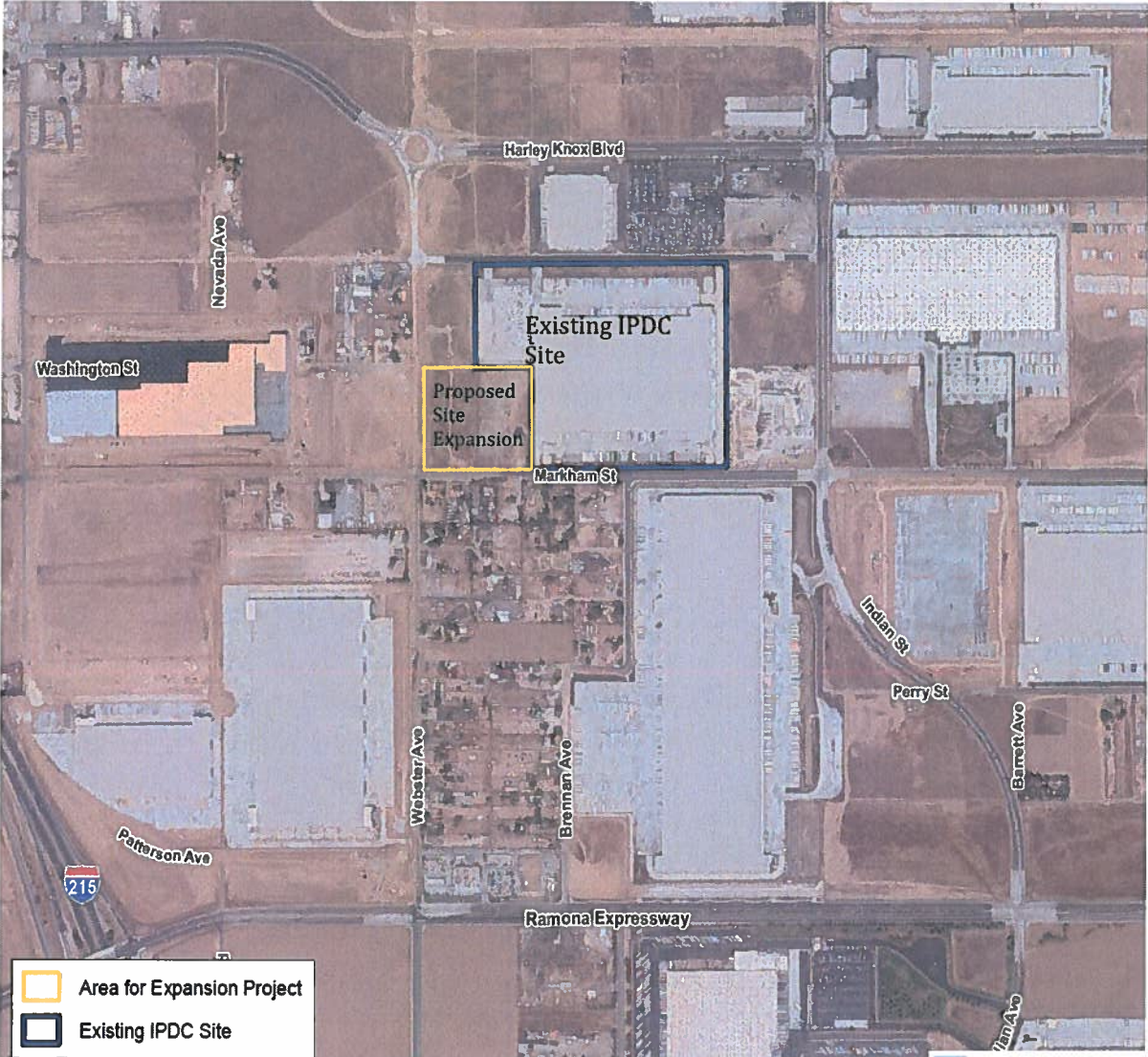


EXHIBIT D
PVCCSP GI ZONING
MM 17-05075

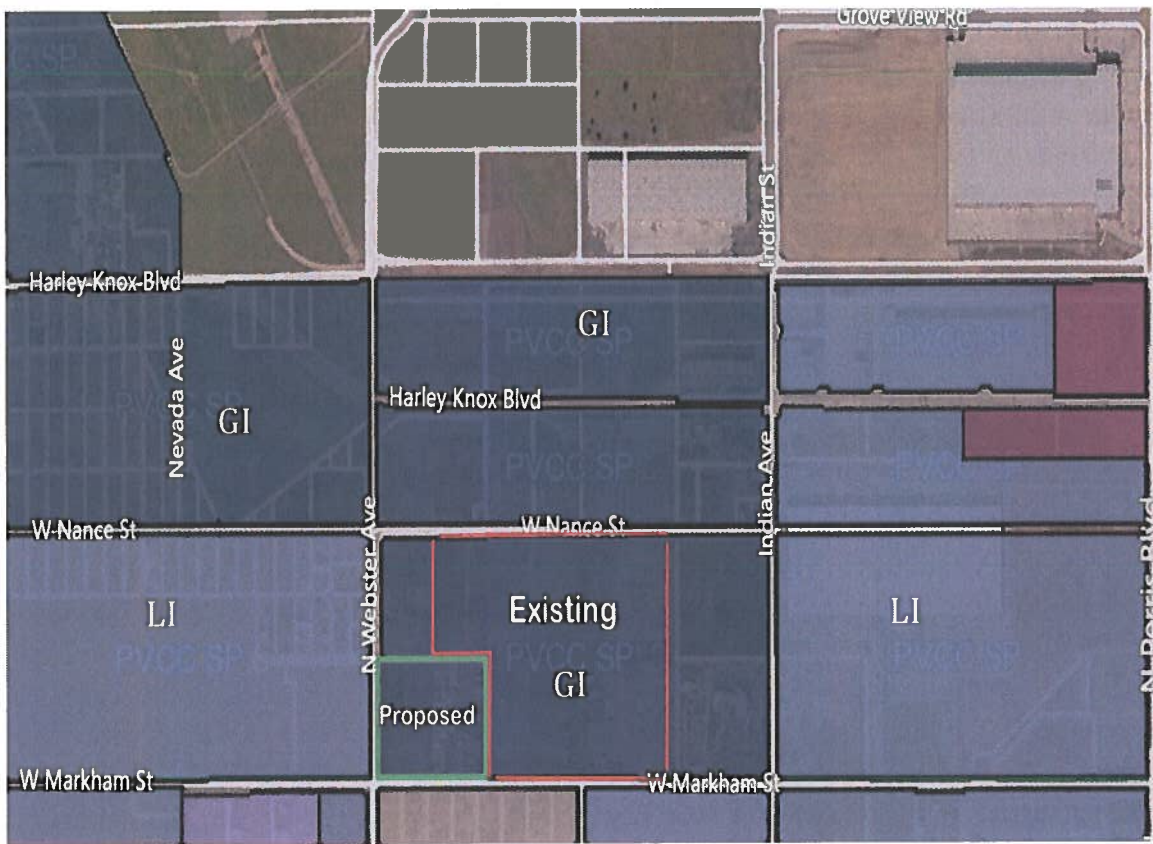


EXHIBIT E
 MARB ZONE
 MM 17-05075

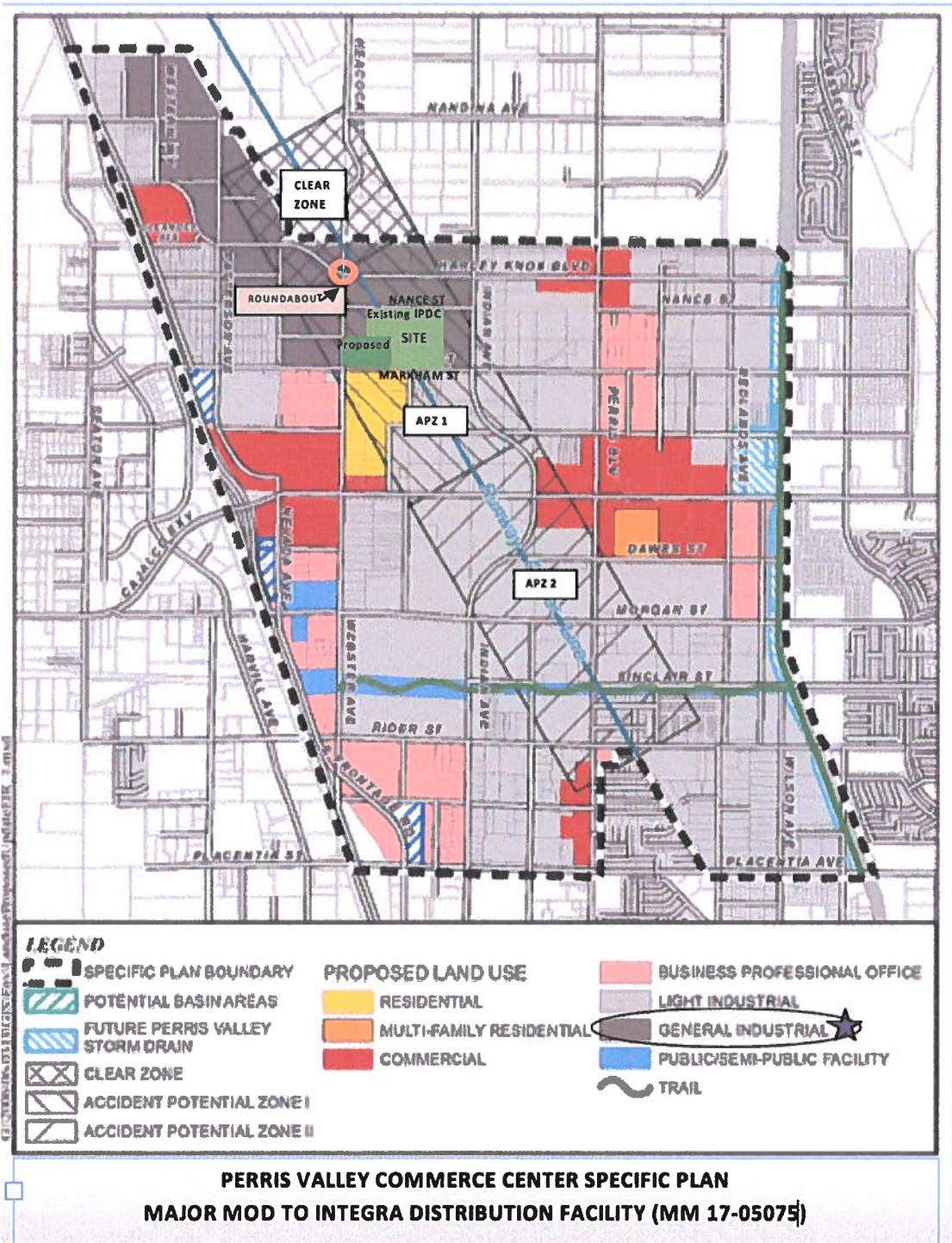
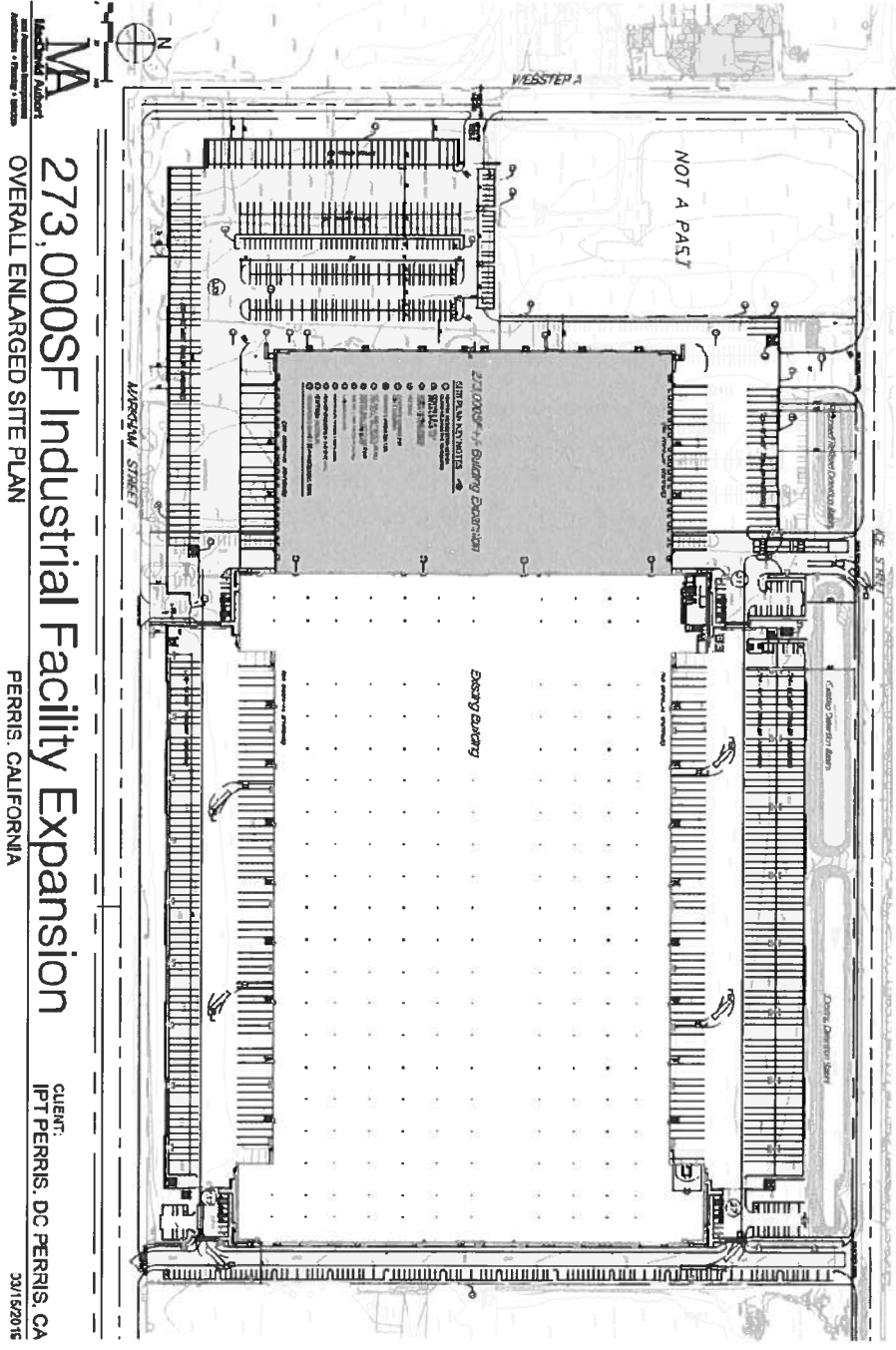


EXHIBIT F
MM 17-05075



273,000SF Industrial Facility Expansion

OVERALL ENLARGED SITE PLAN

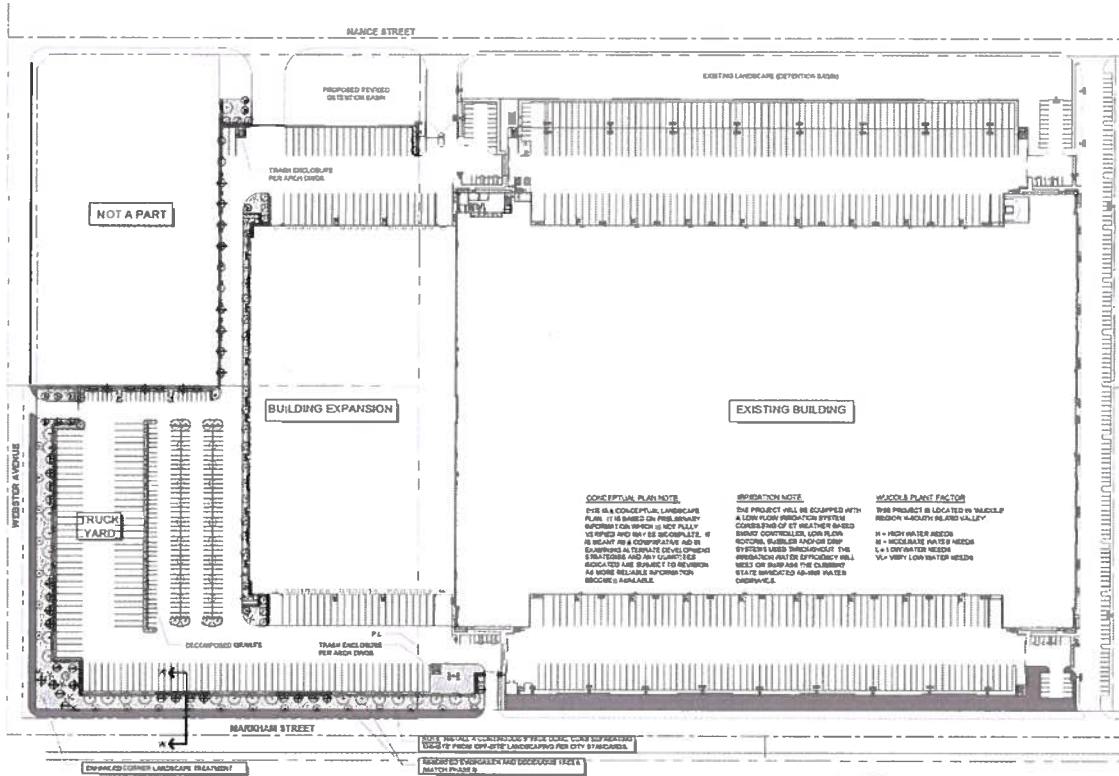
PERRIS, CALIFORNIA

MA

Architectural

Architects & Engineers

EXHIBIT F MM 17-05075



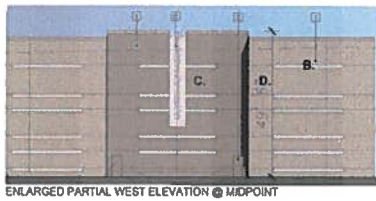
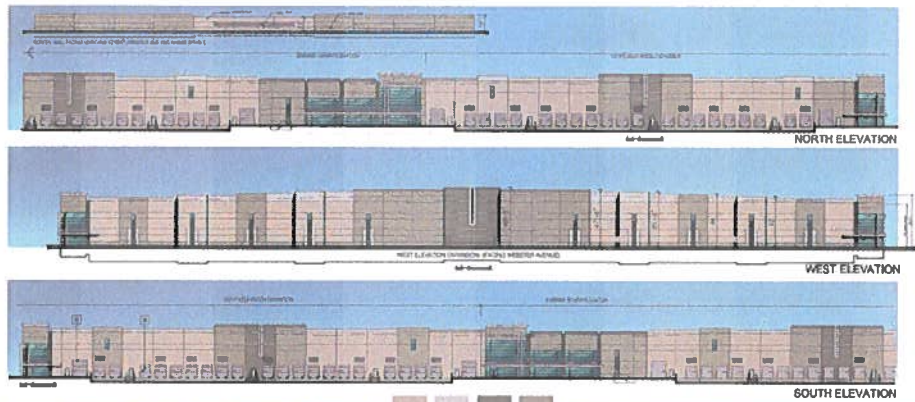
- GENERAL NOTES**
- 1. ALL AREAS FOR PAVES SHALL BE APPLICABLE WITH CURB CONTROL GROUND COVER PER IFC 10.2 AND MULCH MATERIAL WITH SLOPE CONTROL SHALL BE APPLIED FOR EROSION CONTROL.
 - 2. ROCK RUN-UP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
 - 3. ALL UTILITY EQUIPMENT SUCH AS BACKFLOW PREVENTION CHECKS AND PUMP CHECK VALVES SHALL BE SCREENED WITH ENGINEERED PLANT MATERIAL. CHECK FINAL LOCATIONS HAVE BEEN DETERMINED.

LANDSCAPE COVERAGE
TOTAL AREA OF SCOPE OF PROJECT = 88,125 S.F.
EXISTING LANDSCAPE AREA = 38,400 S.F.
PROPOSED LANDSCAPE AREA = 49,725 S.F.
TOTAL LANDSCAPE AREA COVERED = 115,825 S.F. (13%)

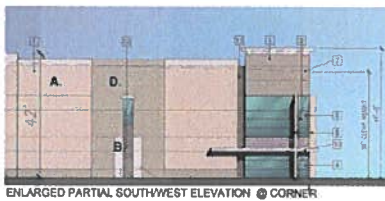


- SECTION 04.1 KEY NOTES**
1. 4" MINIMUM DEPTH
 2. 18" MINIMUM DEPTH AS PER IFC 10.2
 3. 18" MINIMUM DEPTH AS PER IFC 10.2
 4. 18" MINIMUM DEPTH AS PER IFC 10.2
 5. 18" MINIMUM DEPTH AS PER IFC 10.2
 6. 18" MINIMUM DEPTH AS PER IFC 10.2
 7. 18" MINIMUM DEPTH AS PER IFC 10.2
 8. 18" MINIMUM DEPTH AS PER IFC 10.2
 9. 18" MINIMUM DEPTH AS PER IFC 10.2
 10. 18" MINIMUM DEPTH AS PER IFC 10.2

0.00 x 30.00 in



- ELEVATION KEY NOTES**
1. PRECAST CONCRETE PANELS MATCH EXISTING MASSWORK
 2. CLEARANCE TO ALLOW 1" MINIMUM SPACING
 3. 1/2" MINIMUM SPACING
 4. REFLECTIVE SURFACING
 5. BRUSHED ALUMINUM TO 1/8" DEPTH
 6. METAL CLADDING PANELS
 7. UNIT OF 1/2" x 1/2" x 1/2" BRICK
 8. BRICK DETAIL
 9. 1/2" MINIMUM SPACING
 10. 1/2" MINIMUM SPACING
 11. 1/2" MINIMUM SPACING
 12. 1/2" MINIMUM SPACING
 13. 1/2" MINIMUM SPACING
 14. 1/2" MINIMUM SPACING
 15. 1/2" MINIMUM SPACING
 16. 1/2" MINIMUM SPACING
 17. 1/2" MINIMUM SPACING
 18. 1/2" MINIMUM SPACING
 19. 1/2" MINIMUM SPACING
 20. 1/2" MINIMUM SPACING



273,000SF Industrial Facility Expansion NEW EXPANSION COLORED ELEVATIONS

CLIENT: IPT PERRIS, DC PERRIS, C
PERRIS, CALIFORNIA
03/15/21

EXHIBIT G

RESOLUTION NO. 19-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, CERTIFYING A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH #2014051065) PREPARED FOR THE INTEGRA DISTRIBUTION CENTER II, MAJOR MODIFICATION FOR A 273,000 SF BUILDING ADDITION AND 10.2 SITE ACREAGE EXPANSION, LOCATED AT THE NORTHEAST CORNER OF WEBSTER AVENUE AND MARKHAM STREET IN A GI ZONE WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN (PVCCSP), BASED ON THE STATEMENT OF FACTS AND FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND THE MITIGATION, MONITORING AND REPORTING PROGRAM

WHEREAS, the property that is the subject of Major Modification application #17-05075 is located at the northeast corner of Webster Avenue and Markham Street with Assessor Parcel Numbers 302-030-012 and 302-030-005 (“Property”); and

WHEREAS, the applicant filed a Major Modification (“MM”) application #17-05075 on April 17, 2017, to expand the site acreage and building square footage of the existing Integra Perris Distribution Center (“IPDC”) high-cube industrial warehouse located at 657 Nance Street, from 864,000 SF on 43.2 acres to 1,137,000 SF on 53.4 acres through the construction a 273,000 SF addition at the west side of the existing building and the acquisition of the adjoining 10.2 acre parcel located immediately southwest, within a General Industrial Zone in the Perris Valley Commerce Center Specific Plan (“Major Modification No. 17-05075” or “Project”); and

WHEREAS, the proposed Major Modification No. 17-05075 would augment the City’s economic base, create employment-generating opportunities for the citizens of the City and region, provide for an addition to a modern industrial high-cube distribution center that will allow for the storage and distribution of goods due to the Project’s location adjacent to regional transportation corridors; and

WHEREAS, the proposed Major Modification No. 17-05075 is considered a “Project” as defined by the California Environmental Quality Act (“CEQA”); and

WHEREAS, pursuant to CEQA and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 et seq.) the City is the lead agency for the Project, as it is the public agency with the general governmental powers over the Project; and

WHEREAS, the environmental impacts resulting from implementation of the existing 864,000 SF IPDC Project were evaluated in the *Integra Perris Distribution Center Final*

Environmental Impact Report (“IPDC Final EIR”) (SCH No. 2014051065), which was tiered off the PVCC Specific Plan EIR and following a review of the proposed Major Modification No. 17-05075, IPT Perris DC II, and the analysis presented in the IPDC Final EIR, the City determined that Major Modification No. 17-05075 is a “project” under CEQA for which the potential significant environmental effects were not fully addressed in the IPDC Final EIR and additional environmental review was required through the preparation of a Supplemental EIR (“SEIR”) to the IPDC Final EIR in order to analyze all potentially significant adverse environmental impacts of the Project; and

WHEREAS, a Notice of Completion (“NOC”) and a Notice of Availability (“NOA”) of the Draft SEIR for the proposed Project was filed with the State Clearinghouse (“SCH”) on December 14, 2018, and the NOA of the Draft SEIR (“DSEIR”) was also filed with the Riverside County Clerk on December 14, 2018; and

WHEREAS, the DSEIR was circulated for public review for a minimum period of 45 days, from December 14, 2018, to January 28, 2019, pursuant to State CEQA Guidelines, and in addition to a letter from the SCH acknowledging compliance with CEQA review requirements, the City received four comment letters during the Draft SEIR public review period and two comment letters after the public review period and all of the comment letters have been included and responded to in Section 2.0 of this Final SEIR; and

WHEREAS, none of the comments received or responses to comments constituted “significant new information” or met any of the conditions in Section 15088.5 of the State CEQA Guidelines that would require recirculation of the Draft SEIR and a response to the comments from the SCH was not required; and

WHEREAS, notice of this Planning Commission hearing was duly provided through publication on April 5, 2019; and

WHEREAS, as contained herein, the Planning Commission has exercised its independent review of the Final SEIR and has endeavored in good faith to set forth the basis for its recommendation on the Project; and

WHEREAS, all requirements of CEQA and the State CEQA Guidelines have been satisfied in the Final SEIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the SEIR prepared in connection with the Project sufficiently analyzed both the feasible mitigation measures necessary to avoid or substantially lessen the Project’s environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA and the State CEQA Guidelines; and

WHEREAS, all of the proposed findings and conclusions recommended by this Resolution are based upon oral and written evidence presented to the Planning Commission as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, the Project level and cumulative environmental impacts identified in the Final SEIR, which the Planning Commission finds to be less than significant and do not require mitigation are described in the Statement of Facts and Findings and a Statement of Overriding Considerations attached hereto as Exhibit “A” and incorporated by reference as if set forth in full; and

WHEREAS, the Project level and cumulative environmental impacts identified in the Final SEIR, which the Planning Commission finds to be mitigated to a level of less than significant through the imposition of feasible mitigation measures identified in the Final SEIR and set forth therein are described in the Statement of Facts and Findings and a Statement of Overriding Considerations attached hereto as Exhibit “A” and incorporated by reference as if set forth in full; and

WHEREAS, the Project level and cumulative environmental impacts identified in the Final SEIR, which the Planning Commission finds cannot be mitigated to a level of less than significance despite the imposition of feasible mitigation measures identified in the Final SEIR and set forth therein are described in the Statement of Facts and Findings and a Statement of Overriding Considerations attached hereto as Exhibit “A” and incorporated by reference as if set forth in full; and

WHEREAS, the potential for growth inducing impacts described in the Draft SEIR, which the Planning Commission finds to be less than significant are described in the Statement of Facts and Findings and a Statement of Overriding Considerations attached hereto as Exhibit “A” and incorporated by reference as if set forth in full; and

WHEREAS, irreversible environmental impacts as a result of the Project’s impacts to air quality, greenhouse gas emissions, traffic and agricultural resources are identified in the Draft SEIR, which the Planning Commission approves for the reasons described in the Section 7 of the Statement of Facts and Findings and Statement of Overriding Considerations attached hereto as Exhibit “A” and incorporated herein by reference as if set forth in full; and

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project level and cumulative environmental impacts identified in the SEIR, which the Planning Commission finds to be mitigated to a level of less than significant through the imposition of feasible mitigation measures are set forth therein and described in Section 4 of the Final SEIR and incorporated herein by reference as if set forth in full; and

WHEREAS, alternatives to the Project that might eliminate or reduce significant environmental impacts of the Project are set forth therein and described in Section 5 of the Statement of Facts and Findings and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, the public hearing was duly noticed and scheduled for April 17, 2019, at which time all interested persons were given full opportunity to be heard and present evidence; and

WHEREAS, prior to taking action, the Planning Commission has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record, including the Final SEIR and all oral and written evidence presented to the City during all Project meetings and hearings; and

WHEREAS, the Planning Commission's recommendation on the Final SEIR reflects its independent judgment and analysis; and

WHEREAS, no comments made in the public hearings conducted by the Planning Commission or any additional information submitted to the Planning Commission have produced substantially new information requiring recirculation or additional environmental review under State CEQA Guidelines, Section 15088.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Perris as follows:

Section 1. The above recitals are all true and correct and incorporated herein by this reference.

Section 2. Based upon the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, the majority of potentially significant environmental impacts of the Major Modification Project #17-05075 identified in the Final SEIR have been determined to be less than significant or mitigated to a level of less than significance.

Section 3. Certain impacts associated with air quality (operation and cumulative) greenhouse gas emission (cumulative), traffic (cumulative intersections, roadway segments, freeway segments and ramps), and agricultural resources (project and cumulative impacts related to conversion of farmland to non-agricultural use) identified in the Final SEIR have been determined to be significant and unavoidable. The specific impacts of which are set forth in the Statement of Facts and Findings and Statement of Overriding Considerations attached hereto as Exhibit "A." Based on specific economic, social, technical and/or other considerations provided in the Statement of Facts and Findings and a Statement of Overriding Considerations, the Planning Commission finds the above-mentioned effects acceptable with the adoption of the Statement of Facts and Findings and Statement of Overriding Considerations.

Section 4. Based upon the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, the Planning Commission finds that the Final SEIR has been completed in compliance with CEQA and the State CEQA Guidelines. The Planning Commission further certifies the Final SEIR as complete and adequate.

Section 5. Based upon the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, the Planning Commission hereby adopts the Statement of Facts and Findings and Statement of Overriding Considerations attached hereto as Exhibit “A,” and incorporated herein by reference as if set forth in full.

Section 6. Based upon the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, the Planning Commission hereby adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit “B” and incorporated herein by reference as if set forth in full.

Section 7. Based on the above findings, the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, the Planning Commission hereby certifies and approves the Final SEIR for the Major Modification Project #17-05075 (SCH# 2014051065).

Section 8. The Planning Commission declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

Section 9. The Chairperson shall sign and the Secretary shall certify to the passage and adoption of this Resolution.

ADOPTED, SIGNED, and APPROVED this 17th day of April, 2019.

CHAIRPERSON, PLANNING COMMISSION

ATTEST:

Secretary, Planning Commission

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Kenneth Phung, SECRETARY OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, DO HEREBY CERTIFY that the foregoing Resolution Number 19-08 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 17th day of April 2019, and that it was so adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Secretary, Planning Commission

Attachments: Exhibit A – Statement of Facts and Findings and Statement of Overriding Considerations
Exhibit B – Mitigation Monitoring and Reporting Program

**STATEMENT OF FACTS AND FINDINGS
AND
STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE ENVIRONMENTAL EFFECTS OF THE**

**IPT Perris DC II Project Major Modification 17-05075 to
IPT Perris DC Project (DPR 14-02-0014, TPM 36726)**

**City of Perris
Riverside County, California**

March 2019

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SECTION 1.0 STATEMENT OF FACTS AND FINDINGS

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant environmental impacts of a project as identified in the Environmental Impact Report (EIR), presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The following Statement of Facts and Findings has been prepared in accordance with the State CEQA Guidelines (14 California Code of Regulations, Section 15091), and *California Public Resources Code*, Section 21081 (collectively, CEQA). Section 15091 of the State CEQA Guidelines provides that:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

Section 15093 of the State CEQA Guidelines further provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Statement of Overriding Considerations is the second set of findings. If a project will cause unavoidable significant environmental impacts, the Lead Agency may still approve the project where its benefits outweigh the adverse impacts. Further, as provided in the Statement of Overriding Considerations, the Lead Agency sets forth specific reasoning by which benefits are balanced against environmental effects, and approves the project.

The City of Perris (City), as the Lead Agency under CEQA, certified the Final Environmental Impact Report (EIR, State Clearinghouse [SCH] No. 2014051065) for the Integra Perris Distribution Center (IPDC or Existing Project) in January 2015. The IPT Perris DC II Project proposes a modification to the IPDC that involves an expansion of the Existing Project building by 273,000 square feet and the expansion of the Existing Project site to include an approximately 10.2-acre site to the west. This modification is referred to as the “Modified Project”. While it is currently anticipated that the Modified Project would be implemented upon approval by the City, an optional development scenario that would involve development of the proposed expansion site solely with additional auxiliary automobile parking is also considered. Upon completion of the Modified Project, the Completed Project would be an approximately 1,137,000 000-sf industrial warehouse distribution center on an approximately 53.2-acre site within the PVCC Specific Plan area. A Supplemental Environmental Impact Report (SEIR) was prepared to address the potential impacts of the Modified Project, Auxiliary Parking Option, and the Completed Project.

The Final SEIR has been completed in compliance with CEQA and the State CEQA Guidelines. The City finds and certifies that the Final SEIR was reviewed by the City and that information contained in the Final SEIR was considered prior to approving the proposed IPT Perris DC II

Project. Based upon its review of the Final SEIR, the Lead Agency finds that the Final SEIR is an adequate assessment of the potentially significant environmental impacts of the proposed Modified Project, Auxiliary Parking Option, and Completed Project; represents the independent judgment of the City; and sets forth an adequate range of alternatives.

As further described in the Final SEIR document, the Final SEIR is composed of the following elements:

- Integra Perris Distribution Center Project Final EIR (SCH No. 2014051065, certified January 27, 2015);
- IPT Perris DC II Project Major Modification 17-05075 to IPT Perris DC Project (DPR 14-02-0014, TPM 36726) Draft SEIR (December 2018);
- Comment Letters Received and Responses to Comments on the Draft SEIR;
- Corrections and Changes from the Draft SEIR to the Final SEIR; and
- Mitigation Monitoring and Reporting Program.

Having received, reviewed and considered the IPDC Final EIR and the Final SEIR for the IPT Perris DC II Project, as well as all other information in the record of proceedings on this matter, the Findings and Facts in Support of Findings (Findings) and Statement of Overriding Considerations (SOC) included in this document are hereby adopted by the City of Perris in its capacity as the CEQA Lead Agency.

1.2 CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's certification of the Final SEIR and actions related to the approval of the IPT Perris DC II Project are located at the City of Perris Development Services Department, 135 North "D" Street, Perris, California 92570. The City of Perris is the custodian of the IPT Perris DC II Project's Administrative Record. Copies of the documents and other materials that constitute the record of proceedings are, at all relevant times have been, and will be available upon request directed to the City's Development Services Department. These Findings provide this information in compliance with Section 21081.6(a)(2) of the *California Public Resources Code* and Section 15091(e) of the State CEQA Guidelines.

SECTION 2.0 PROJECT SUMMARY

2.1 INTRODUCTION

The proposed IPT Perris DC II Project involves the construction of an approximately 273,000-sf industrial warehouse building that would be attached to the western side of the existing Integra Perris Distribution Center (IPDC or Existing Project) industrial warehouse building. This expansion (referred to herein as the “Modified Project”), would encompass the undeveloped 10.2-acre proposed expansion site and the existing auxiliary parking lot and western drive aisle of the IPDC. The auxiliary parking lot and other improvements at the Existing Project site (e.g., drive aisles, screen wall/berm) would be removed or modified, as necessary to accommodate the Modified Project. Once the Modified Project is completed, it would operate as a single development with the Existing Project (referred to herein as the “Completed Project”). In lieu of the Modified Project, an Auxiliary Parking Option is also being considered, which involves use of the proposed expansion site for additional automobile parking for the IPDC.

The Modified Project and Auxiliary Parking Option would implement the land use and related plans adopted by the City Council in January 2012 with the Perris Valley Commerce Center (PVCC) Specific Plan (Ordinance No. 1284). The PVCC Specific Plan is a comprehensive planning effort undertaken by the City to redesignate a large portion of the northern part of the City with job-creating land uses. The Existing Project site and expansion site are within the PVCC Specific Plan area, and the Specific Plan designates these sites for General Industrial uses. The Existing Project, Modified Project, and Auxiliary Parking Option are consistent with the land use and growth assumptions anticipated in the PVCC Specific Plan for the Existing Project site and expansion site.

The environmental impacts resulting from implementation of allowed development under the PVCC Specific Plan have been evaluated in the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCC Specific Plan EIR, SCH No. 2009081086), which was certified by the City of Perris in January 2012. The PVCC Specific Plan EIR is a program EIR and was prepared in accordance with CEQA and the State CEQA Guidelines. Project-specific evaluation in a later-tier environmental document for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, “The program EIR can focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before”.

The environmental impacts resulting from implementation of the Existing Project, which is located within the PVCC Specific Plan area, were evaluated in the *Integra Perris Distribution Center Final Environmental Impact Report* (IPDC Final EIR) (SCH No. 2014051065), which was tiered off the PVCC Specific Plan EIR.

Following review of the IPT Perris DC II Project (Modified Project, Auxiliary Parking Option and Completed Project), and the analysis presented in the IPDC Final EIR, it was determined that the IPT Perris DC II Project, which would involve an expansion of the Existing Project, is a “project” under CEQA for which the potential significant environmental effects were not fully addressed in the IPDC Final EIR. Therefore, additional environmental review was required.

The City determined that a Supplemental EIR (SEIR) to the IPDC Final EIR is the appropriate environmental document for the IPT Perris DC II Project. As such, the environmental analysis for the IPT Perris DC II Project presented in the Final SEIR is based on the analysis presented in the PVCC Specific Plan EIR and the IPDC Final EIR, as applicable. Specifically, the analysis in the Final SEIR evaluates the potential environmental impacts associated with the construction and

operation of the Modified Project, the Auxiliary Parking Option, and the Completed Project, and makes a determination if there would be any significant impacts not addressed in the IPDC Final EIR and/or if additional mitigation measures beyond those adopted in the Mitigation Monitoring and Reporting Program (MMRP) for the Existing Project would be required to reduce identified impacts to a less than significant level.

The PVCC Specific Plan EIR and IPDC Final EIR are incorporated by reference (refer to Section 2.5 of this document).

2.2 DESCRIPTION OF THE PROJECT AND SETTING

Environmental Setting

The proposed IPT Perris DC II Project encompasses approximately 15.5 acres in its entirety. Approximately 5.3 acres is located on the northwest auxiliary parcel for the Existing Project presently being used for automobile parking beyond that required by the City's parking code; the remaining approximately 10.2 acres represents an expansion of the Existing Project site (referred to hereinafter as the proposed expansion site). The proposed expansion site is located at the northeast corner of Webster Avenue and Markham Street, in the northern portion of PVCC Specific Plan area in the City of Perris, in Riverside County. The expansion site is located approximately 0.6 mile east of Interstate (I-) 215, 0.5 mile north of Ramona Expressway, and 6.0 miles south of State Route (SR-) 60.

The northern and western portions of the Existing Project site are developed with the Existing Project auxiliary parking lot and parking along the western side of the Existing Project building. The remainder of the site, the proposed expansion site, is currently vacant with scattered debris, a few trees, and ruderal vegetation (overgrown weeds). The proposed expansion site is relatively flat, descending gradually from southwest to northeast. Ground elevations range from approximately 1,472 feet above mean sea level (msl) at the northeastern corner to approximately 1,478 feet above msl at the southwestern corner. The expansion site is underlain by surficial fill and/or disturbed topsoil to depths of 1 to 1.5 feet and by undisturbed alluvium soil beneath the fill. The expansion site is located on land designated by the California Department of Conservation in its Farmland Mapping and Monitoring Program as "Prime Farmland" on the western section and "Other Land" on the eastern section.

Similar to the Existing Project site, the proposed expansion site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The expansion site generally provides low quality habitat for wildlife, including disturbed areas where previous modular and mobile home uses were located in the eastern portion of the site, and ruderal (weedy) vegetation in the western portion of the site. According to the Riverside County Integrated Project (RCIP) Summary Report Generator, a habitat assessment is not required for Criteria Area or Narrow Endemic plant species. The survey area was assessed for potentially suitable habitat for special status plant species not covered by the MSHCP that have been reported from the project vicinity. These species are not expected to occur in the survey area due to the lack of suitable habitat. The expansion site is not located within any designated MSHCP "Criteria Area" cells, and it is not within a "Core" or "Linkage" area. However, suitable habitat for burrowing owl is present on the expansion site. No Riparian/Riverine areas or vernal pools are located within or adjacent to the expansion site or off-site impact areas.

As with the Existing Project site, the expansion site is within the March Air Reserve Base (MARB) Airport Influence Policy Area and is approximately 0.25 mile south of the end of the MARB southern runway. Specifically, the expansion site is within Airport Influence Area Boundary,

MARB's Accident Potential Zone 1 (APZ-1), the Federal Aviation Regulations (FAR) Part 77 Military Outer Horizontal Surface Limits and Civilian Surface Limits, and Compatibility Zone B1 of the *MARB/Inland Port Airport Land Use Compatibility Plan (ALUCP)*. Zone B1 is the inner approach and departure zone for MARB where dwelling units are not allowed. Also, the compatibility criteria for Zone B1 includes permitted densities (not to exceed 25 people per acre and no more than 100 people per single acre); maximum lot coverage (50 percent); sound attenuation; airspace review; electromagnetic radiation notification, and aviation easement dedication and disclosure.

Existing land uses immediately adjacent to the proposed expansion site include the auxiliary parking lot for the Existing Project and undeveloped land that was previously used for agricultural and storage uses to the north. This undeveloped parcel is designated for General Industrial uses in the PVCC Specific Plan. The Existing Project is east of the expansion site. A single-family residential neighborhood with four homes between Webster Avenue and the eastern boundary of the proposed expansion site is located south of the proposed expansion site (across Markham Street). Undeveloped land is located across Webster Avenue to the west of the expansion site which has been approved by the City for development of the Optimus Logistics Center 2. The areas to the northwest and southwest of the expansion site across Webster Avenue include various outdoor storage areas and some residences. These areas are designated in the PVCC Specific Plan for General Industrial and Light Industrial Uses, respectively.

Project Description

The Modified Project involves the construction of an approximately 273,000-sf industrial warehouse building that would be attached to the western side of the Existing Project industrial warehouse building. The proposed building would be a maximum of 49 feet 6 inches in height above the exterior finish grade level to the top of the parapet; the Existing Project building is approximately 49 feet at its highest point. The Modified Project would encompass the undeveloped 10.2-acre proposed expansion site and the existing auxiliary parking lot of the IPDC. The auxiliary parking lot and other improvements at the Existing Project site (e.g., drive aisles, screen wall/berm) would be removed or modified, as necessary to accommodate the Modified Project.

The Modified Project has been designed to comply with the development standards set forth in the PVCC Specific Plan for General Industrial uses relative to minimum size, parking, frontage, width, depth of lots, structure size/floor area ratio, lot coverage by structure, height requirements, setback requirements, and landscape coverage. Consistent with the Existing Project, the design, construction, and operation of the Modified Project would incorporate a series of green building strategies.

The Modified Project also complies with the Design Standards and Guidelines in the PVCC Specific Plan. Fourteen-foot screen wall/berms would be provided along Markham Street and Webster Avenue, which are designated as Major Roadway Visual Corridors in the PVCC Specific Plan. The existing screen wall/berm north of the auxiliary parking lot along Nance Street would be relocated to the south to allow for the expansion of the existing detention basin.

The proposed project would include roadway improvements along Markham Street and Webster Avenue; Nance Street is already improved. The driveways for the Existing Project would be retained, and a new driveway would be installed at the proposed expansion site along Webster Avenue for truck access only. As with the Existing Project, the proposed truck haul route to the Modified Project is from Harley Knox Boulevard to Webster Avenue, which provides access to the new driveway along Webster Avenue. As with the Existing Project, no truck traffic would use

Markham Street adjacent to the existing residential neighborhood to the south. The Existing Project eastern driveway along Markham Street (Driveway 6) would continue to be for passenger vehicles and trucks; however, the driveway is designed to restrict trucks from traveling west on Markham Street. Trucks would only travel east toward Indian Avenue.

The auxiliary parking lot for the Existing Project would be modified to accommodate the Modified Project. The auxiliary parking lot would become a loading dock and surface parking area, with the southern portion developed with the proposed building expansion. The eastern portion of the proposed expansion site would accommodate the proposed building expansion and loading dock, while the western portion and southern edge would be a truck yard and surface parking area. With this reconfiguration, the total amount of passenger and truck trailer parking stalls would exceed that required by the PVCC Specific Plan and City of Perris Zoning Ordinance (Perris 2013, 2017). Notably, 427 automobile parking stalls would be provided by the Completed Project compared to the required 347 stalls, and 369 truck trailer stalls would be provided compared to the 223 stalls required.

On-site utility infrastructure (e.g., domestic water, recycled water, sewer, drainage, and electricity) would be provided, as necessary, to serve the proposed building expansion and would connect to the existing infrastructure installed for the IPDC project or in the adjacent roadways. With the possible exception of an extension of the 12-inch recycled water line in Markham Street to Webster Avenue, no new or expanded off-site utility infrastructure is required.

Primary construction activities would include the demolition/removal of portions of the existing auxiliary parking lot in the northwest portion of the Existing Project site, the paved area along the west side of the existing building, and the western side of the existing building; mass grading of the proposed expansion; building and parking construction; roadway/driveway improvement; and installation of required landscaping and utilities. It is estimated that construction of the Modified Project would be initiated in the third quarter of 2019 and be completed in the first quarter of 2020.

While it is currently anticipated that the proposed IPT Perris DC II Project would be implemented upon approval by the City, this Draft SEIR also addresses an optional development scenario that would involve development of the proposed expansion site solely with additional auxiliary automobile parking. With the Auxiliary Parking Option, the Existing Project (including the existing auxiliary parking area) and driveways would be retained. The proposed Auxiliary Parking Option would accommodate 1,107 additional automobile parking spaces. Access to the expanded auxiliary parking area would be provided by existing driveways along Markham Street and Nance Street and a new driveway along Webster Avenue.

Upon completion of the Modified Project, the Completed Project would be an approximately 1,137,000 000-sf industrial warehouse distribution center on an approximately 53.2-acre site within the PVCC Specific Plan area. It would include 152 dock positions (112 for the existing building and 40 for the proposed expansion building). Through use of similar design features (e.g., architecture, landscaping) and adherence to requirements outlined in the PVCC Specific Plan, the Existing Project in conjunction with the Modified Project would represent a single cohesive development. With implementation of the Auxiliary Parking Option, the Completed Project would consist of the existing 864,000-sf IPDC building and associated parking, with the additional auxiliary parking on the approximately 10.2-acre expansion site.

The Modified Project and Auxiliary Parking Option are consistent with the PVCC Specific Plan. No Specific Plan amendment, General Plan amendment, or zone change is required. The Modified Project involves a Development Plan Review (Major Modification 17-05075) and approval of a Tentative Parcel Map to merge two parcels (refer to Section 3.7, Proposed

Discretionary Actions, of this Draft SEIR). Should the Project Applicant pursue development of the Auxiliary Parking Option, a new application for that project would need to be submitted to the City.

2.3 PROJECT OBJECTIVES

The objectives of the proposed IPT Perris DC II Project generally remain the same as the objectives of the Existing Project, as outlined in the IPDC Final EIR. These are:

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the General Industrial land use designation and consistent with the Standards and Guidelines relevant to the project site and proposed uses.
2. Implement City of Perris General Plan policies and objectives relevant to the Completed Project site and proposed industrial development.
3. Provide a maximum employment-generating, high-quality, large-scale, state of the art Class A high-cube warehouse/distribution center to provide jobs for residents of Perris and surrounding communities.
4. Provide a large-scale, state of the art Class A high-cube warehouse/distribution center that maximizes the allowed and feasible development of the site to meet the substantial and unmet demands of the City and County and which allows the City to compete economically on a domestic and international scale through the efficient and cost-effective movement of goods.
5. Provide a state-of-the art Class A high-cube warehouse/distribution center which meets the industry standards for operational design criteria.
6. Provide a state-of-the-art Class A high-cube warehouse/distribution center as an attractive and productive use while minimizing conflicts to the extent possible with the surrounding existing and planned uses.
7. Provide state-of-the-art Class A high-cube warehouse/distribution center services that take advantage of the area's close proximity to various freeways and existing and planned transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources.
8. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

2.4 REQUIRED DISCRETIONARY ACTIONS AND PERMITS

The Modified Project and Auxiliary Parking Option are consistent with the PVCC Specific Plan and no Specific Plan amendment, General Plan amendment, or zone change is required. The Project Applicant is requesting the following actions from the City of Perris to implement the proposed IPT DC Modified Project.

- Certification of the Final SEIR in accordance with CEQA
- Approval of Development Plan Review (Major Modification 17-05075), which provides the new site plan and building elevations for the expanded IPDC (Modified Project)

Subsequent approvals will also be required to implement the Modified Project or Auxiliary Parking Option. These approvals include, but are not limited to, a grading permit, a building permit, and an occupancy permit. Additionally, merger of two parcels (APNs 302-030-005-05 and 302-030-

012) into one industrial lot would be required. Should the Project Applicant pursue development of the Auxiliary Parking Option, a new application for that project would need to be submitted to the City.

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

- **Regional Water Quality Control Board (RWQCB).** A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- **Eastern Municipal Water District (EMWD).** Approval of water and sewer improvement plans.
- **South Coast Air Quality Management District (SCAQMD).** Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units.

2.5 OTHER CEQA DOCUMENTS REFERENCED

Under Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document that are a matter of public record or are generally available to the public. The previously prepared EIRs and environmental analyses listed below were relied upon or consulted in the preparation of the IPT Perris DC II Project SEIR and were incorporated by reference:

- *Perris Comprehensive General Plan 2030*, originally approved on April 26, 2005.
- *Perris General Plan 2030 Draft Environmental Impact Report* (SCH No. 2004031135), certified April 26, 2005.
- *Perris Valley Commerce Center Specific Plan*, adopted January 10, 2012.
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (SCH No. 2009081086), certified January 10, 2012.
- *Integra Perris Distribution Center Final Environmental Impact Report* (SCH No. 2014051065), certified January 27, 2015.

SECTION 3.0 ENVIRONMENTAL REVIEW / PUBLIC PARTICIPATION

The City of Perris conducted an extensive review of the IPT Perris DC II Project, which included a Draft Supplemental Environmental Impact Report (SEIR), a Final SEIR, and technical reports, along with a public review and comment period. The following is a summary of the City's environmental review of the IPT Perris DC II Project:

- The City of Perris circulated the Draft SEIR for the IPT Perris DC II Project from December 14, 2018 to January 28, 2019. A Notice of Availability (NOA) of the Draft SEIR was posted by the Riverside County Clerk on December 14, 2018. The Notice of Availability of the Draft SEIR, along with a CD containing the Draft SEIR and technical appendices, was circulated to the Governor's Office of Planning and Research State Clearinghouse (SCH), responsible agencies, adjacent property owners, and other interested parties also on December 14, 2018.
- The City received four comment letters from various agencies and other interested parties during the public review period, and two comment letters after the end of the public review period. Additionally, they received a letter from the SCH documenting compliance with CEQA review requirements and identifying that no state agencies submitted comments on the Draft SEIR. The City prepared responses to all written comments. The comments and responses are contained in Section 2.2 of the Final SEIR.
- In accordance with the provisions of Section 21092.5 of the *California Public Resources Code*, the City of Perris has provided a written response to each commenting public agency on April 4, 2019, at least ten days prior to the proposed certification date of the Final SEIR.

SECTION 4.0 INDEPENDENT JUDGMENT AND FINDING

The Project Applicant retained the independent consulting firm of Psomas to prepare the SEIR for the IPT Perris DC II Project. Psomas prepared the SEIR under the supervision, direction and review of the City with the assistance of an independent peer review consultant hired by the City (Cadence Environmental Consultants). The City of Perris is the Lead Agency for the preparation of the SEIR, as defined by CEQA (*California Public Resources Code*, Section 21067 as amended). The Planning Commission has received and reviewed the Final SEIR prior to its certification and prior to making any decision to approve or disapprove the IPT Perris DC II Project. All findings set forth herein are based on substantial evidence in the record as indicated with respect to each specific finding.

FINDING

The Final SEIR for the IPT Perris DC II Project reflects the independent judgment of the City of Perris. The City has exercised independent judgment in accordance with Section 21082.1(c)(3) of the *California Public Resources Code* in retaining its own environmental consultant to review the Final SEIR, and directing the Applicant's consultant in the preparation of the Final SEIR. The City has independently reviewed and analyzed the Final SEIR and accompanying studies and finds that the Final SEIR reflects the City's independent judgment.

The Perris Planning Commission has considered all the evidence presented in its consideration of the IPT Perris DC II Project and the Final SEIR, including, but not limited to, the Final SEIR and its supporting studies; written and oral evidence presented at hearings on the IPT Perris DC II Project; and written evidence submitted to the City by individuals, organizations, agencies, and other entities. On the basis of such evidence, the Planning Commission finds that, with respect to each environmental impact identified in the review process (except those described in the following paragraph), the impacts of the IPT Perris DC II Project (1) is less than significant and would not require mitigation; (2) is potentially significant but would be avoided or reduced to a less than significant level by implementation of identified mitigation measures; or (3) would be significant and not able to be fully mitigated but would be, to the extent feasible, lessened by implementation of identified mitigation measures. The Final SEIR identifies certain significant adverse environmental effects of the IPT Perris DC II Project which cannot be avoided or substantially lessened. With the exception of the cumulative intersection impact at the I-215 Southbound Ramps/Harley Knox Boulevard, no new or more severe environmental impacts would occur with the IPT Perris DC II Project compared to those identified in the IPDC Final EIR for the Existing Project.

Prior to approving the IPT Perris DC II Project, the Planning Commission will also adopt a Statement of Overriding Considerations which finds, based on specific reasons and substantial evidence in the record (as specified in Section 7.0 of this document), that certain identified economic, social, or other benefits of the IPT Perris DC II Project outweigh such unavoidable adverse environmental effects.

SECTION 5.0 ENVIRONMENTAL IMPACTS AND FINDINGS

5.1 EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT

The Initial Study for the Integra Perris Distribution Center (IPDC) (Existing Project) (included in Appendix A of the IPDC Final Environmental Impact Report [EIR]) identifies environmental issues for which it was determined the Existing Project would result in no impacts, less than significant impacts, or less than significant impacts with the implementation of the Standards and Guidelines identified in the Perris Valley Commerce Center (PVCC) Specific Plan and mitigation measures identified in the PVCC Specific Plan EIR. Based on review of the IS and analysis in the Draft SEIR conducted for the IPT Perris DC II Project, it was concluded that the findings contained in the PVCC Specific Plan EIR, and the IPDC Final EIR and its supporting Initial Study are also applicable to the Modified Project, Auxiliary Parking Option, and Completed Project and it can be concluded that implementation of the Modified Project, Auxiliary Parking Option, and Completed Project would not result in significant impacts for the environmental issues discussed below, consistent with the conclusions of the previous environmental documentation. Although impacts determined not to be significant do not themselves require mitigation, in some cases mitigation measures have been identified to further reduce less than significant impacts. In these cases, the mitigation measures are noted, although the impacts would be less than significant even without such measures.

- Aesthetics (scenic vistas, scenic resources within a State scenic highway, substantially degrade the existing visual character of site and surrounding area, light and glare during operation, and cumulative impacts).
- Agriculture and Forestry Resources (conflict with agricultural zoning or a Williamson Act contract, conflict with zoning for or cause forest land or timberland to be rezoned, and loss or conversion of forest lands to non-forest use).
- Air Quality (Air Quality Management Plan consistency, exposure of sensitive receptors to substantial pollutant concentrations, objectionable odors, and cumulative local impacts).
- Biological Resources (riparian habitat, wetlands, or other sensitive natural communities; wildlife movement; local policies and ordinances; conflict with a Habitat Conservation Plan or other approved local, regional, or state habitat conservation plan; and cumulative impacts).
- Cultural Resources (historical resources).
- Geology and Soils (rupture of a known earthquake fault, landslides, strong seismic ground shaking, seismic related ground failure including liquefaction, geologic unit or soil that is unstable, expansive soil, soil erosion or loss of topsoil, and soils incapable of supporting septic tanks, and cumulative impacts).
- Hazards and Hazardous Materials (significant hazard to the public or environment, hazardous material substances or waste near a school, located on a list of hazardous materials sites, private airstrip safety hazard, interfere with an emergency response plan, wildland fires, and cumulative impacts).
- Hydrology and Water Quality (deplete ground water supplies; alter the existing drainage pattern resulting in flooding on site or off site and exceed the capacity of storm water drainage systems; housing or structures in a 100-year flood hazard area; seiche, tsunami, or mudflow; failure of a levee or dam; and cumulative impacts).

- Land Use and Planning (physically divide an established community; conflict with any applicable land use plans, policies, or regulations; conflict with the Western Riverside County MSHCP; and cumulative impacts).
- Mineral Resources (loss of availability of a known, valuable mineral resource or locally important mineral resource recovery site and cumulative impacts).
- Noise (exposure to excessive groundborne vibration or groundborne noise levels, permanent increase in ambient noise levels related to off-site traffic, temporary or periodic increase in noise levels, excessive airport noise and airstrip noise, and cumulative impacts).
- Population and Housing (induce substantial population growth, displace substantial numbers of existing housing or people, and cumulative impacts).
- Public Services (fire protection, police protection, schools, parks, other public facilities, and cumulative impacts).
- Recreation (increased use of existing recreational facilities, construction or expansion of recreational facilities, and cumulative impacts).
- Transportation and Traffic (changes in air traffic patterns).
- Utility and Service Systems (exceed wastewater treatment requirements, sufficient water supplies, water and wastewater treatment facilities, wastewater treatment capacity, storm drainage, served by a landfill with sufficient permitted capacity, comply with solid waste regulations, and cumulative impacts).

Findings:

The Planning Commission finds that, based on substantial evidence in the record, the following impacts, to the extent they result from the Modified Project, Auxiliary Parking Option, and Completed Project will be less than significant.

5.1.1 AESTHETICS

Scenic Vistas. The expansion site is located adjacent to and west of the Existing Project site, with similar viewsheds as the Existing Project from vantage points along adjacent roadways (Markham Street and Nance Street). Additionally, the Modified Project would be adjacent to Markham Street and Webster Avenue, which are designated Major Roadway Visual Corridors in the PVCC Specific Plan. As with the Existing Project, the Modified Project and Auxiliary Parking Option would be developed in accordance with the Standards and Guidelines in the PVCC Specific Plan, including requirements related to setbacks from roadways and landscaping. Compliance with the PVCC Specific Plan requirements would preserve distant scenic views from the adjacent public roadways. The Modified Project, Auxiliary Parking Option, and Completed Project would not have a substantial adverse effect on a scenic vista (Draft SEIR, pages 6-1 through 6-2).

Damage Scenic Resources within a State Scenic Highway. The expansion site is undeveloped and is a relatively flat parcel surrounded by various industrial, outdoor storage, residential, and agricultural uses. The northwest auxiliary parking lot at the Existing Project site is a paved surface parking area. No trees, rock outcroppings, or unique features exist on the expansion site and auxiliary parking lot; and the expansion site is not located along a state scenic highway. The nearest "Officially Designated" State Scenic highway is State Route (SR) 243, located approximately 25 miles east of the expansion site and Existing Project site. Thus, the Modified

Project, Auxiliary Parking Option, and the Completed Project would have no impact on a state scenic highway (Draft SEIR, page 6-2).

Substantially degrade the existing visual character of site and surrounding area. The Modified Project would alter the visual character of the expansion site from an undeveloped site to an urban condition. Additionally, the IPDC's northwest auxiliary parking lot would be partially redeveloped with the warehouse building expansion; and the screenwall/berm north of the auxiliary parking lot would be relocated to the south to allow for the expansion of the existing bioretention basin (Draft SEIR, page 4.1-4).

The Modified Project would be developed in compliance with applicable design standards and guidelines set forth in the PVCC Specific Plan, including design standards for streetscapes along Major Roadway Visual Corridors (Markham Street and Webster Avenue). Consistent with the conclusions of the IPDC Final EIR, incorporation of these features into the Modified Project and Auxiliary Parking Option would ensure a quality urban visual environment and would minimize the visual impact associated with the proposed change in land use. The proposed building expansion would be an extension of the Existing Project building and would feature the same architecture and exterior facade treatments; the Completed Project would look like a single project. Similarly, exterior features including landscaping and the provision of screenwalls/berms along the adjacent roadways (Markham Street, Webster Avenue, and Nance Street) would also be consistent with the Existing Project and other industrial uses in the area being developed pursuant to the PVCC Specific Plan requirements and would provide a cohesive visual character. Development of the expansion site with the Auxiliary Parking Option would result in a similar visual quality as the auxiliary parking lot of the Existing Project. Thus, the Modified Project, Auxiliary Parking Option, and the Completed Project would not substantially degrade the existing visual character or quality of the expansion site and its surroundings. No significant impacts would result, and no mitigation is required (Draft SEIR, page 4.1-11).

Light and glare during operation. The Modified Project and Auxiliary Parking Option would introduce new permanent light sources on the expansion site, where none currently exist. The proposed lighting would be similar to that currently provided for the Existing Project and would be installed in compliance with the PVCC Specific Plan and the County of Riverside Ordinance No. 655. Adherence to the requirements in the PVCC Specific Plan and Riverside County Ordinance No. 655 would reduce the impact of new light and glare sources from the Modified Project, Auxiliary Parking Option, and the Completed Project to a less than significant level, consistent with the conclusions of the IPDC Final EIR. No significant impacts would result, and no mitigation is required (Draft SEIR, page 4.1-12).

As with the Existing Project, building materials for the Modified Project would be subject to the PVCC Specific Plan Standards and Guidelines related to colors and materials that encourage the use of low-reflectant facades and prohibit metal siding where visible from the public. The Modified Project would have the same building elevations as the Existing Project, which feature painted concrete panels and low-reflective glass windows. The Auxiliary Parking Option would introduce parking lot lighting into the proposed expansion site, similar to the Modified Project. The Modified Project and Auxiliary Parking Option would include screenwalls/berms along adjacent roadways that also would not cause glare. Compliance with the requirements of the PVCC Specific Plan related to building materials would ensure that glare does not create a nuisance to on- and off-site viewers of the Modified Project and Auxiliary Parking Option. No significant glare impacts would occur from the Modified Project, Auxiliary Parking Option or Completed Project, consistent with the conclusion of the IPDC Final EIR. No mitigation is required (Draft SEIR, page 4.1-12).

Cumulative Impacts. Development within the City of Perris and specifically the PVCC Specific Plan area, would result in the cumulative conversion from land that is currently undeveloped to a more urbanized land uses. However, this is a continuing development trend currently occurring within the City that has been anticipated in the City's General Plan and the PVCC Specific Plan. Future developments would contribute to a cumulative visual change in the project area, but compliance with the Standards and Guidelines in the Specific Plan would prevent cumulative aesthetic impacts. The Modified Project and Auxiliary Parking Option would represent a continuation of the Existing Project and would feature the same building architecture and site improvements. The Modified Project and Auxiliary Parking Option would also comply with applicable standards and guidelines set forth in the PVCC Specific Plan. Thus, cumulative impacts related to the change in visual character would be less than significant (Draft SEIR, page 4.1-13).

Also, cumulative light and glare impacts during long-term operations from the Modified Project, Auxiliary Parking Option, and Completed Project and future development in the City, including the development allowed by the PVCC Specific Plan, would be reduced through the adherence to applicable lighting standards, as outlined in the PVCC Specific Plan and the County of Riverside Ordinance No. 655 (Draft SEIR, page 4.1-13).

5.1.2 AGRICULTURE AND FORESTRY RESOURCES

Conflict with an Agricultural Zoning or a Williamson Act Contract. As identified in the City's General Plan, no City-identified agricultural zones are present on the Existing Project site, the expansion site, or any of the surrounding properties. With the adoption of the PVCC Specific Plan and certification of the PVCC Specific Plan EIR, the expansion site's underlying zoning designation was amended to "Specific Plan" with an underlying Specific Plan land use designation of "General Industrial". Land use designations envisioned under the PVCC Specific Plan do not include any agricultural land uses. The PVCC Specific Plan EIR shows that approximately 29 parcels encompassing 204 acres were under Williamson Act contracts in the PVCC Specific Plan area. The Existing Project site, proposed expansion site, and surrounding areas are zoned PVCC SP – Perris Valley Commerce Center Specific Plan; and no areas on the Existing Project site, proposed expansion site, or surrounding area are subject to a Williamson Act contract. Thus, no impacts related to an agricultural zone or Williamson Act contract would occur with implementation of the Modified Project, Auxiliary Parking Option, or the Completed Project (Draft SEIR, page 6-2).

Conflict with Zoning for or Cause Forest Land or Timberland to Be Rezoned. No forests or timberland are on or near the Existing Project site, proposed expansion site, or in the City of Perris. The Existing Project site and proposed expansion site are not zoned as forest land or timberland. No impact would occur with implementation of the Modified Project, Auxiliary Parking Option, or the Completed Project (Draft SEIR, page 6-2).

Result in Loss or Conversion of Forest Land to Non-Forest Use. The Existing Project site and expansion site do not have any designated forest land use. The Modified Project, Auxiliary Parking Option, or the Completed Project would not result in the loss or conversion of forest lands to non-forest uses, since no such resources exist in the City (Draft SEIR, page 6-2).

5.1.3 AIR QUALITY

Air Quality Management Plan Consistency. Development of the expansion site with industrial uses is allowed under the PVCC Specific Plan, and implementation of the PVCC Specific Plan is reflected in the updated growth projections used in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which, in turn was used in the 2016 Air

Quality Management Plan (AQMP). Therefore, the emissions associated with the Modified Project or the Auxiliary Parking Option are accounted for in the 2016 AQMP, and no conflict or inconsistency with the AQMP would occur. The Modified Project, Auxiliary Parking Option, and the Completed Project, would not obstruct implementation of the AQMP. The impact would be less than significant and no mitigation is required (Draft SEIR, pages 4.2-12 and 4.2-13).

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations. The nearest sensitive receptors to the expansion site are homes in the single-family residential neighborhood on the south side of Markham Street (approximately 80 feet from the southern boundary of the expansion site). During construction and operation, estimated maximum daily localized emissions for all criteria pollutants would remain below their respective SCAQMD Localized Significance Thresholds (LST) as shown in Tables 4.2-7, 4.2-8 and 4.2-9 of the Draft SEIR. There would be a less than significant impact and no mitigation is required (4.2-20 through 4.2-23).

Construction activities associated with the Modified Project and Auxiliary Parking Option would be sporadic, transitory, and short term (i.e., less than one year) in nature and exposure to diesel exhaust would be well below the 70-year exposure period. Therefore, construction of the Modified Project or Auxiliary Parking Option is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. TAC emission impacts during construction would not be significant and no mitigation is required (Draft SEIR, pages 4.2-21).

In compliance with PVCC Specific Plan EIR mitigation measure MM Air 15, a Health Risk Assessment (HRA) was prepared for the Modified Project. Based on conservative input parameters and modelling assumptions, the estimated maximum incremental cancer risks and maximum non-cancer risks for the Modified Project and Completed Project are provided in Tables 4.2-10 and 4.2-12 of the Draft SEIR, respectively. The tables show the maximum incremental cancer risk for residents and workers from the Modified Project and the Completed Project would be less than the SCAQMD thresholds. Also, there would be no health risk impacts associated with the Auxiliary Parking Option, since there would be no trip generation beyond that assumed with the Modified Project. Therefore, less than significant impacts to sensitive receptors would occur and no mitigation is required. (Draft SEIR, pages 4.2-22 through 4.2-27).

For operational emissions, the Modified Project and Auxiliary Parking Option would not produce the volume of traffic required to generate a CO "hot spot". Due to the low traffic volumes at area roadways without and with the Modified Project or Auxiliary Parking Option, the Modified Project and Auxiliary Parking Option would not result in potentially adverse CO concentrations or "hot spots". Similarly, the Completed Project would not produce the volume of traffic that could generate a CO "hot spot" (Draft SEIR, page 4.2-16).

Objectionable Odors. Odor impacts resulting from construction of the Modified Project or Auxiliary Parking Option would be short-term, would not be objectionable, and would be less than significant with implementation of PVCC Specific Plan setback standards, designated truck routes, and implementation of existing rules and regulations. With the same land use and on-site activities as the Existing Project and uses allowed by the PVCC Specific Plan, objectionable odors generated by Modified Project, Auxiliary Parking Option, and Completed Project would be less than significant (Draft SEIR, page 6-3).

Cumulative Local Impacts. The construction-related and operational emissions from the Modified Project would not result in exceedances of regional thresholds. Therefore, the Modified Project's construction-source emissions and operational-source emissions would be considered less than significant on a project-specific and cumulative basis. On-site and off-site local emissions would not be cumulatively considerable, and the cumulative local impacts would be

Although the proposed expansion site and adjacent roadway improvement areas have been previously disturbed, the previous disturbance has not occurred to a depth that would destroy all of the tribal cultural resources that might exist in the subsurface. As with the Existing Project, the potential to encounter previously unknown resources is considered a potentially significant impact. IPDC Final EIR MM 3-1 requires that an archaeological monitor be present during initial ground-altering activities and identifies steps to be taken to protect any resources encountered. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity shall be halted, tribal representatives shall be notified by the professional archaeologist, and a designated Native American observer shall be retained by the project applicant to help analyze the Native American artifacts for identification. With implementation of IPDC Final EIR mitigation measure MM 3-1, potential impacts to tribal cultural resources would be less than significant (Draft SEIR, page 4.3-10).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**
- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: The IPT Perris DC II Project's impacts to tribal cultural resources have been eliminated or substantially lessened to a level of less than significant by implementation of IPDC Final EIR mitigation measure MM 3-1, identified previously (Draft SEIR, page 4.3-10).

Cumulative Impacts. Direct impacts to on-site cultural resources and tribal cultural resources are site-specific. While cumulative development, including projects implementing the PVCC Specific Plan, may result in an increase in the local population that could lead to accelerated degradation of previously unknown resources, each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Modified Project and Auxiliary Parking Option, as outlined in the City of Perris General Plan EIR and PVCC Specific Plan EIR, as applicable. If there is a potential for significant impacts on cultural, tribal cultural, or paleontological resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures. The Modified Project and Auxiliary Parking Option would incorporate measures to identify, recover, and/or record any cultural and tribal cultural resources and/or paleontological resource that may occur within the project limits, resulting in less than significant impacts.

In as much as the Perris General Plan EIR and the PVCC Specific Plan EIR conclude that buildout under the Perris General Plan land use designations and PVCC Specific Plan would not have a significant effect upon cultural resources, it can be concluded that no projects would, in combination with the Modified Project or Auxiliary Parking Option, result in any significant cumulative impacts on historical, archaeological, tribal, or paleontological resources. Therefore, the Modified Project and Auxiliary Parking Option would have no significant cumulative impacts associated with cultural resources (Draft SEIR, page 4.3-11).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**

2. The effects identified in the Final SEIR have been determined not to be significant.

Facts in Support of Findings: The IPT Perris DC II Project's contribution to potential cumulative impacts to cultural, tribal cultural, paleontological resources, and human remains have been eliminated or substantially lessened to a level of less than significant by incorporation of PVCC Specific Plan EIR mitigation measures MM Cult 1, MM Cult 5 and MM Cult 6 and implementation of IPDC Final EIR mitigation measures MM 3-1 and MM 3-2, identified previously (Draft SEIR, page 4.3-11).

5.2.5 GREENHOUSE GAS EMISSIONS

Conflict with an Applicable Plan, Policy or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases. The primary State regulations adopted for the purpose of reducing GHG emissions that are directly applicable to the Modified Project, Auxiliary Parking Option, and Completed Project include the California Air Resources Board 2008 Scoping Plan, Senate Bill 32/2017 Scoping Plan, Perris Climate Action Plan (CAP), Title 24 Energy Efficiency Standards for Residential and Non-residential Buildings, and the CALGreen Code. As summarized in Table 4.4-5 in the Draft SEIR, the Modified Project will not conflict with any of the provisions of the 2008 Scoping Plan and in fact supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping (Draft SEIR, pages 4.4-10 through 4.4-12). The 2017 Scoping Plan builds on the 2008 Scoping Plan in order to achieve the 40 percent reduction from 1990 levels by 2030. The Modified Project would not conflict with any of the 2017 Scoping Plan elements for any regulation that would apply directly or indirectly to the Modified Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030 (Draft SEIR, pages 4.4-11 through 4.4-15).

The Modified Project, Auxiliary Parking Option, and the Completed Project would comply with the Perris CAP through implementation of applicable mitigation measures in the PVCC Specific Plan EIR and IPDC Final EIR, which would lessen the Modified Project's or Auxiliary Parking Option's contribution of GHG emissions from both construction and operation. Additionally, the Modified Project and Auxiliary Parking Option would incorporate project design features PDF 4-1 and PDF 4-2, which would further reduce GHG emissions. The Modified Project and Auxiliary Parking Option would not conflict with local strategies and state/regional strategies, listed in the Perris CAP (Draft SEIR, pages 4.4-15 and 4.4-16).

The Modified Project, Auxiliary Parking Option, and Completed Project would be developed to exceed the requirements of the Title 24 Energy Efficiency Standards and CALGreen Code. Specifically, project design features PDF 4-1 and PDF 4-2, identified in Section 5.3.2 of this document, include numerous measures to reduce GHG emissions through reductions of energy, water, and vehicle use. Implementation of the following PVCC Specific Plan mitigation measures, identified in Sections 5.3.1 and 5.3.2 of this document, would result in GHG emission reductions: PVCC Specific Plan EIR mitigation measures MM Air 2, MM Air 4, MM Air 11, MM Air 13, MM Air 14, MM Air 19 and MM Air 20. Further, IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 (identified in Section 5.3.1 of this document) would reduce GHG emissions. It should also be noted that Modified Project, Auxiliary Parking Option, and Completed Project would be designed so the building's energy efficiency would be increased by approximately 20 percent above the current Title 24 Energy Standards (refer to project design feature PDF 4-2 identified in Section 5.3.2 of this document). This exceeds the 15 percent requirement of the PVCC Specific Plan EIR mitigation measure MM Air 20.

As with the Existing Project, the Modified Project would pursue the LEED Silver rating under the U.S. Green Building Council's 2009 Core and Shell Development standards (refer to PDF 4-1). The Modified Project, Auxiliary Parking Option, and Completed Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. The impact would be less than significant.

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**

- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: With implementation of project design features PDF 4-1 and PDF 4-2; PVCC Specific Plan mitigation measures MM Air 2, MM Air 4, MM Air 11, MM Air 13, MM Air 14, MM Air 19, MM Air 20; and IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 (identified in Sections 5.3.1 and 5.3.2 of this document), the Modified Project, Auxiliary Parking Option, and Completed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.2.6 HAZARDS AND HAZARDOUS MATERIALS

Potential Upset and Accident Conditions: The Phase I ESA did not identify any Historical Recognized Environmental Condition (HRECs) in connection with the proposed expansion site; however, the proposed expansion site was used for agricultural purposes. As such, the expansion site may have included the use and storage of hazardous materials and petroleum products, such as agricultural chemicals. The Phase 1 ESA concluded that residual concentrations of pesticides, fertilizers, and insecticides are not typically detected at concentrations that would require cleanup by a regulatory agency or pose a significant human health risk to commercial or industrial site users. However, the near-surface soils may contain residual agricultural chemicals that may be subject to regulatory disposal requirements. In the unlikely event that unknown contaminated soils are encountered during earth-moving activities, PVCC Specific Plan EIR mitigation measure MM Haz 7 would be implemented. In accordance with this mitigation measure, characterization of known or encountered contaminated soil is required, and contaminated soils would be properly disposed of, according to Land Disposal restrictions. Further, IPDC Final EIR mitigation measure MM Haz 8 requires that soil sampling would be conducted for imported soils to ensure the imported soil is free of contamination. Construction of the Modified Project or Auxiliary Parking Option would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials or potential upset and accidents conditions. Impacts would be less than significant after mitigation (Draft SEIR, page 6-14).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**
- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: The expansion site may have included the use and storage of hazardous materials and petroleum products, such as agricultural chemicals. However, potential impacts have been eliminated or substantially lessened to a level of less than significant by incorporation of PVCC Specific Plan EIR mitigation measure MM Haz 7 and MM Haz 8 into the Modified Project and Auxiliary Parking Option (Draft SEIR, page 6-14).

Applicable PVCC Specific Plan EIR Mitigation Measures

- MM Haz 7** Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material would need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.
- MM Haz 8** Prior to issuance of grading permits, additional soil sampling shall be conducted for each parcel to demonstrate that the on-site soils are suitable for industrial development. Should soil sampling identify concentrations of chemicals of concern above the California Human Health Screening Levels (CHHSLs) for the proposed uses, a Health Risk Assessment (HRA) shall be prepared and, if required, remediation shall be conducted to ensure that applicable CHHSLs are achieved. Before the City issues grading permits, the project applicant shall provide evidence to the Community Development Department that the on-site soils do not contain concentrations of chemicals of concern above the applicable CHHSLs.

Safety Hazard for Those Residing or Working Within an Airport Land Use Plan or Within Two Miles of a Public or Public Use Airport. The Riverside County Airport Land Use Commission (ALUC) found the PVCC Specific Plan to be consistent with the applicable land use compatibility plans, subject to certain conditions that have been incorporated into PVCC Specific Plan EIR (i.e., mitigation measures MM Haz 2 through MM Haz 6). The proposed expansion site is located approximately 0.55 mile south of the end of the MARB southern runway. Since the IPDC Final EIR was certified, the March Air Reserve Base (MARB)/Inland Port Airport Land Use Compatibility Plan (ALUCP) was adopted by the Riverside County ALUC in November 2014. As with the Existing Project, in the adopted ALUCP, the expansion site is within the MARB Airport Influence Policy Area. Specifically, the proposed expansion site is within APZ 1, the FAR Part 77 Military Outer Horizontal Surface Limits and Civilian Surface Limits, and Compatibility Zone B1. Zone B1 is the inner approach and departure zone for MARB where dwelling units are not allowed; the Modified Project and Auxiliary Parking Option do not propose residential uses. Further, the compatibility criteria for Zone B1 includes permitted densities (not to exceed 25 people per acre

and no more than 100 people per single acre); maximum lot coverage (50 percent); sound attenuation; airspace review; electromagnetic radiation notification, and aviation easement dedication and disclosure.

The Modified Project and Auxiliary Parking Option have been designed in accordance with applicable criteria for Zone B1 and would incorporate PVCC Specific Plan EIR mitigation measures MM Haz 2 through MM Haz 6, which reflect the PVCC Specific Plan Standards and Guidelines addressing MARB requirements outlined in the ALUCP. With respect to permitted densities, even if all of the employees were at the site at the same time (up to 750 employees with the Completed Project, this would be within the 25 people per acre density standard for Zone B1. However, not all of the employees would be at the site at the same time; the building operates 7 days per week, 24 hours per day. The proposed expansion building would have a maximum building height of approximately 49 feet 6 inches and would be up to approximately 1,524.5 feet above mean sea level (msl), which is below the maximum height of 1,565 above msl, which is the Part 77 surface limit for military and civilian aircraft. Therefore, the Modified Project, Auxiliary Parking Option, and Completed Project would not result in a safety hazard for people working in the area due to operations at the MARB/IPA (Draft SEIR, pages 4.6-7 and 6-14).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**
- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: Potential safety hazards related to the MARB/IPA have been eliminated or substantially lessened to a level of less than significant by adherence to MARB/IPA requirements and incorporation of PVCC Specific Plan EIR mitigation measures MM Haz 2 through MM Haz 6 into the Modified Project and Auxiliary Parking Option (Draft SEIR, pages 4.6-7 6-14).

Applicable PVCC Specific Plan Mitigation Measures

- 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 aviation easement to the MARB/March Inland Port Airport Authority.
- MM Haz 3** Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
- MM Haz 4** The following notice shall be provided to all potential purchasers and tenants:
- “This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A).”

- MM Haz 5** The following uses shall be prohibited:
- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

- MM Haz 6** A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding the MARB. 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.

5.2.7 HYDROLOGY AND WATER QUALITY

Violate water quality standards, alter drainage pattern resulting in substantial erosion or siltation onsite or offsite, or otherwise degrade water quality. Construction-related storm water pollutants from the Modified Project or Auxiliary Parking Option would be the same as those generated by construction of the Existing Project, as discussed in the IPDC Final EIR. As with the Existing Project, construction of the Modified Project or Auxiliary Parking Option would be required to comply with the NPDES Construction General Permit, which requires preparation of a SWPPP and implementation of erosion control, sediment control, and other BMPs to reduce pollutants in the storm water during construction activities. As with the Existing Project, implementation of IPDC Final EIR mitigation measures MM 5-1 through MM 5-3, which would ensure compliance with the NPDES Construction General Permit by the Modified Project or Auxiliary Parking Option, would reduce impacts on storm water quality from short-term construction activities to less than significant levels after mitigation (Draft SEIR, pages 4.5-5 and 4.5-6).

The impervious areas at the proposed expansion site would reduce the potential for long-term erosion and siltation. With respect to operations, the Modified Project or Auxiliary Parking Option would involve the same on-site uses and operations as the Existing Project and would generate similar pollutants of concern as the Existing Project, as discussed in the IPDC Final EIR. Future

projects under the PVCC Specific Plan, including the Modified Project and Auxiliary Parking Option, would be required to comply with relevant Design Standards and Guidelines in the PVCC Specific Plan, which include preparation of a WQMP that includes permanent BMPs to reduce stormwater pollutants. In compliance with the Riverside County Municipal Separate Storm Sewer System (MS4) Permit and the PVCC Specific Plan, a Preliminary Project-Specific Water Quality Management Plan (PWQMP) has been prepared for the Modified Project. The PWQMP would also be applicable to the Auxiliary Parking Option. As required by IPDC Final EIR mitigation measure MM 5-4, a Final WQMP would be prepared for the Modified Project or Auxiliary Parking Option. (Draft SEIR, page 4.5-6).

Under the Modified Project or Auxiliary Parking Option, the storm drainage system for the expansion site would become part of the existing storm drain system for the western portion of the Existing Project. New storm drain lines and catch basins would be constructed on the expansion site and northwestern auxiliary parking area, with storm water directed into Basin A along Nance Street, which would be expanded to accommodate flows from the expansion site. In addition, catch basin filters would be installed at the on-site catch basins as a pre-treatment control BMP prior to the discharge of runoff into Basin A (Draft SEIR, page 4.5-6).

Construction and operation of the Modified Project, Auxiliary Parking Option, and Completed Project in compliance with applicable water quality regulations (MMs 5-1 through 5-4) would ensure that impacts are less than significant (Draft SEIR, page 4.5-6).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**

- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: The Modified Project and Auxiliary Parking Option would comply with applicable regulatory requirements for the protection of water quality during construction and operation and no significant impacts would result. IPDC Final EIR mitigation measures MM 5-1 through MM 5-4 are required to ensure compliance with applicable regulatory requirements, including the NPDES permit and WQMP requirements (e.g., preparation of a SWPPP and WQMP). Further, the Modified Project and Auxiliary Parking Option would incorporate Standards and Guidelines from the PVCC Specific Plan related to water quality, including the incorporation of BMPs. Thus, the Modified Project and Auxiliary Parking Option would not provide substantial additional sources of polluted runoff to receiving waters. Water quality impacts would be less than significant (Draft SEIR, page 4.5-6).

IPDC Final EIR Mitigation Measures

- MM 5-1** Prior to grading plan approval and the issuance of a grading permit, the project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.
- MM 5-2** Prior to grading plan approval and the first issuance of a grading permit by the City, the project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan

and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the BMPs outlined in the SWPPP, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

MM 5-3 Prior to issuance of grading permits, the project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the project:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.

MM 5-4 Prior to grading plan approval and issuance of a grading permit by the City, the project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP) for the project. The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.5-3 of the IPDC Final EIR. Treatment-control BMPs shall include on-site detention/sand filtration basins

to treat the site's runoff. These facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs documented in the WQMP will be implemented. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall be implemented to provide equivalent or superior treatment either on or off site.

5.2.8 LAND USE AND PLANNING

Conflict with Any Applicable Land Use Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project (Riverside County ALUC's 2014 MARB/IPA ALUCP). As previously identified in the discussion of the ALUCP provided in Section 5.2.7, Hazards and Hazardous Materials, above, the Riverside County Airport Land Use Commission (ALUC) found the PVCC Specific Plan to be consistent with the applicable land use compatibility plans, subject to certain conditions that have been incorporated into PVCC Specific Plan EIR (i.e., mitigation measures MM Haz 2 through MM Haz 6). In the MARB/IPA ALUCP, the expansion site is within the MARB Airport Influence Policy Area. The Modified Project and Auxiliary Parking Option have been designed in accordance with applicable criteria for Zone B1 and incorporates mitigation measures MM Haz 2 through MM Haz 6, which reflect the PVCC Specific Plan Standards and Guidelines addressing MARB requirements outlined in the ALUCP. Based on the provisions and requirements of the ALUCP, the Modified Project and Auxiliary Parking Option would comply with the MARB/IPA ALUCP, including compatibility criteria for Compatibility Zone B1.

The Modified Project and Auxiliary Parking Option would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the expansion site adopted for the purpose of avoiding or mitigating an environmental effect, including the MARB/IPA ALUCP (Draft SEIR, pages 4.6-7 and 4.6-8).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project, which avoids or substantially lessens the significant environmental effect as identified in the Final SEIR.**
- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: The potential land use impacts related to consistency with land use plans for the MARB/IPA are less than significant with incorporation of PVCC Specific Plan EIR mitigation measures MM HAZ 2 through MM HAZ 6 (as identified previously in Section 5.2.7 of this document) into the Modified Project and Auxiliary Parking Option (Draft SEIR, pages 4.6-7 and 4.6-8).

5.2.9 NOISE

Permanent Increase in Ambient Noise Levels (On-Site Sources). The Modified Project includes the installation of 14-foot-high screen walls/berms along Markham Street and Webster Avenue (refer to project design feature PDF 7-1). Additionally, the existing screenwall/berm along Nance Street north of the Existing Project would be retained, and the screenwall/berm north of the existing auxiliary parking lot in the northwest corner of the Existing Project would be relocated to the south to allow for the expansion of the existing detention basin. As identified in Tables 4.7-5 and 4.7-6 of the Draft SEIR, with these noise attenuation features the Modified Project would contribute a daytime operational noise level increase of up to 0.3 dBA L_{eq} and a nighttime

operational noise level increase of up to 1.6 dBA L_{eq} at the sensitive receiver locations. As indicated on Tables 4.7-7 and 4.7-8 of the Draft SEIR, the Completed Project would contribute a daytime operational noise level increase of up to 0.3 dBA L_{eq} and a nighttime operational noise level increase of up to 1.7 dBA L_{eq} at the sensitive receiver locations. Since the Modified Project and Completed Project-related operational noise level contributions would not exceed the established significance criteria, the increases at the sensitive receiver locations are considered less than significant. The Auxiliary Parking Option would reduce on-site project noise sources to only parking lot vehicle movements, and as such, operational noise levels and subsequent ambient noise level increases at adjacent sensitive receiver locations would be similar reduced from those of the Modified Project, depending on the use of the parking lot. The permanent increase in ambient noise levels due to on-site sources would be less than significant and no additional mitigation is required (Draft SEIR, pages 4.7-11 through 4.11-17).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**
- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: With installation of 14-foot-high screen walls/berms along Markham Street and Webster Avenue (refer to project design feature PDF 7-1), and retention or slight relocation of existing screenwall/berms along Nance Street, the permanent increase in ambient noise levels due to on-site sources would be less than significant and (Draft SEIR, pages 4.7-11 through 4.11-17).

Project Design Feature

PDF 7-1 The Property Owner/Developer shall construct 14-foot-high screenwall/berm facing Webster Avenue and Markham Street. The City of Perris Building Department shall verify that the wall locations are included on the final site plan prior to the issuance of a building permit, and that the walls have been constructed prior to issuance of an occupancy permit.

Noise Levels in Excess of Established Standards. The Draft SEIR indicates that with installation of the 14-foot-high screenwall/berm: (1) the operational noise levels associated with the Modified Project at the nearby sensitive receiver locations would range from 40.6 to 49.8 dBA L_{eq} (Table 4.7-11); (2) the 24-hour noise levels associated with the Modified Project at the nearby sensitive receiver locations would range from 47.3 to 56.5 dBA CNEL (Table 4.7-12); (3) the Completed Project operational noise levels at the nearby sensitive receiver locations would range from 40.9 to 50.0 dBA L_{eq} ; and the 24-hour noise levels associated with the Completed Project at the nearby sensitive receiver locations would range from 47.5 to 56.7 dBA CNEL. Therefore, the City's exterior noise level standards and 24-hour exterior noise level standards (60-dBA CNEL) in the Perris Municipal Code and General Plan Noise Element would not be exceeded at nearby sensitive receptors. The impact would be less than significant and no mitigation would be required (Draft SEIR, pages 4.7-21 through 4.7-24). The Auxiliary Parking Option, which would generate less operational noise than the Modified Project, would also include a 14-foot screenwall/berm along Markham Street and Webster Avenue, and on-site noise would not exceed the City's noise standards resulting in a less than significant impact (Draft SEIR, page 4.7-24).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.**

- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: With installation of 14-foot-high screen walls/berms along Markham Street and Webster Avenue (refer to project design feature PDF 7-1 above) the City's exterior noise level standards and 24-hour exterior noise level standards (60-dBA CNEL) in the Perris Municipal Code and General Plan Noise Element would not be exceeded at nearby sensitive receptors (Draft SEIR, pages 4.7-21 through 4.11-24).

5.2.10 TRAFFIC AND CIRCULATION

Direct Impacts to Local Intersections, Roadway Segments, Freeway Ramp Merge/Diverge Locations, and Freeway Mainline Segments. The Existing Project is estimated to generate 1,811 passenger car equivalent (PCE) trip ends per day and the Modified Project is estimated to generate 574 PCE trip ends for day for a combined total of 2,385 PCE trip-ends per day on a typical weekday for the Completed Project, with approximately 142 net AM PCE peak hour trips and 163 net PM PCE peak hour trips (Draft SEIR, page 4.8-21).

In accordance with PVCC Specific Plan EIR mitigation measure MM Trans 7, a Traffic Impact Assessment (TIA) was prepared for the proposed Modified Project (included in Appendix F of the Draft SEIR). As required by PVCC Specific Plan EIR mitigation measure MM Trans 1, certain roadway improvements have been included as part of the proposed Modified Project (refer to project design feature PDF 8-1) and driveway improvements are provided in project design feature PDF 8-2. Further, as required by PVCC Specific Plan EIR mitigation measure MM Trans 8, required improvements shall be coordinated with the North Perris Road and Bridge Benefit District (NPRBBD) to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. These improvements are assumed to be implemented for each "with project" traffic analysis scenario.

Potential direct impacts of the Modified Project and Completed Project for the Modified Existing Baseline (2018) and Modified Existing Baseline Plus Ambient Growth (2020) traffic conditions to intersection and roadway segments would be less than significant by incorporation of project design features PDF 8-1 and PDF 8-2, which identify off-site roadway and site access improvements that would be implemented with the proposed Modified Project and Auxiliary Parking Option. PVCC Specific Plan EIR mitigation measures MM Trans 3 in also incorporated into the Modified Project and requires the payment of fair share mitigation fees established through the NPRBBD which includes TUMF (Transportation Uniform Mitigation Fee) and DIF (Development Impact Fee). The fees are collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level. Direct impacts to freeway facilities (freeway mainline segments, ramp queueing, and ramp merge/diverge) with the Modified Project and Completed Project would also be less than significant. (Draft SEIR, pages 4.8-29 through 4.8-35).

Assuming use for the Existing Project, the development of the Auxiliary Parking Option on the proposed expansion site would not generate vehicle trips beyond those generated by the Existing Project and direct impacts would less than significant. If additional traffic is generated by the Auxiliary Parking Option, it is not expected to exceed that generated by the Modified Project and

impacts would be the same as identified for the Modified Project (less than significant). The Auxiliary Parking Option would implement off-site roadway and site access improvements under project design features PDF 8-1 and PDF 8-2 and would pay mitigation fees as required by PVCC Specific Plan EIR mitigation measures MM Trans 3.

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project, which avoids or substantially lessens the significant environmental effect as identified in the Final SEIR.**
- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: Direct impacts intersections and roadway segments resulting from the Modified Project, Auxiliary Parking Option and Completed Project would be less than significant with incorporation of project design features PDF 8-1 through PDF 8-3 (as required by PVCC Specific Plan EIR mitigation measures MM Trans 1 and MM Trans 2) and payment of mitigation fees required by PVCC Specific Plan EIR mitigation measures MM Trans 3. As required by PVCC Specific Plan EIR mitigation measure MM Trans 8, required improvements would be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. Potential direct impacts to freeway facilities resulting from the proposed Modified Project Auxiliary Parking Option would be less than significant and no mitigation is required.

Applicable PVCC Specific Plan Mitigation Measures

- MM Trans 1** Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.
- MM Trans 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 level of service and build or improve roads to their build-out level.
- 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.

Project Design Features

Roadway Improvements

- PDF 8-1** Prior to the issuance of occupancy permits, the project proponent shall have constructed the roadway improvements outlined below. These roadways would be improved consistent with the Perris Valley Commerce Center (PVCC) Specific

Plan and the City of Perris General Plan's Circulation Element. The proposed project shall improve these roadways as required by the final Conditions of Approval for the proposed project and applicable City of Perris standards

- Construct Markham Street to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) along the expansion site between Webster Avenue at the expansion site western boundary and Driveway 4.
- Construct Webster Avenue between Nance Street and the northern boundary of the proposed expansion site to its ultimate full-section pavement width (with soft shoulders) as a Secondary Arterial (94-foot right-of-way) to facilitate site access. Additionally, the portion of Webster Avenue from the northern expansion site boundary south to Markham Street would be constructed as required by the final Conditions of Approval for the Modified Project and applicable City of Perris standards, if not completed by another project by the Modified Project's opening year of 2020.

Site Access Improvements

PDF 8-2 Prior to the issuance of occupancy permits, the project proponent shall have constructed the following new site access roadway improvement.

- **Driveway 1 at Webster Avenue.** Install a stop control on the westbound approach and construct the intersection with the following geometrics:
 - *Northbound Approach:* One shared left-through-right-turn lane.
 - *Southbound Approach:* One shared left-through-right-turn lane
 - *Eastbound Approach:* One shared left-through-right-turn lane.
 - *Westbound Approach:* One shared left-through-right-turn lane.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the expansion site.

Sight distance at each project access point should be reviewed with respect to City of Perris and PVCC Specific Plan sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Increase Hazards due to a Design Feature. Temporary impacts associated with the construction of infrastructure improvements included as a part the Modified Project and Auxiliary Parking Option may temporarily restrict vehicular traffic or cause temporary hazards. The construction of infrastructure would coincide with roadway improvements, which would include road or lane closures, as well as the presence of construction workers and equipment on public roads. Construction operations would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road or lane closures. The Modified Project and Auxiliary Parking Option would be required to implement measures that would maintain traffic flow and access (refer to PVCC Specific Plan EIR mitigation measure MM Air 2 identified in Section 5.2.2 of this document). Less than significant impacts would result during construction (Draft SEIR, page 4.8-43).

Roadway improvements in and around the Existing Project site and proposed expansion site have been and would be designed and constructed in compliance with Standards and Guidelines set forth in Sections 4.2 and 5.2 of the PVCC Specific Plan and in compliance with PVCC Specific Plan EIR mitigation measures MM Trans 1 (which requires on-site roadways be constructed in

accordance with the PVCC Specific Plan Circulation Plan), MM Trans 2 (which addresses sight distance), and project design features PDF 8-1 and PDF 8-2 (which describe the roadway and site access improvements to be constructed as part of the Modified Project and Auxiliary Parking Option). The design of roadways and driveway/access improvements would provide adequate sight distance and traffic-control measures. Additionally, the appropriate curb radii have been determined so that trucks would have sufficient turn pocket lengths and space to execute turning maneuvers. Project design feature PDF 8-3 is incorporated into the Modified Project and Auxiliary Parking Option and identifies the necessary curb radii to accommodate a truck with a 67-foot wheelbase (WB-67) for the proposed driveway on Webster Avenue (Driveway 1). Adherence to applicable City requirements would ensure the Modified Project and Auxiliary Parking Option would not include any sharp curves or dangerous intersections. The Modified Project and Auxiliary Parking Option would have a less than significant impact related to increased hazards due to a design feature (Draft SEIR, pages 4.8-42 and 4.8-43).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project, which avoids or substantially lessens the significant environmental effect as identified in the Final SEIR.**

- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: Potential impacts related to increased hazards due to a design feature during construction and operation have been eliminated or substantially lessened to a level of less than significant by incorporation of project design features PDF 8-1, PDF 8-2, and PDF 8-3, and PVCC Specific Plan EIR mitigation measures MM Air 2, MM Trans 1 and MM Trans 2.

Applicable PVCC Specific Plan Mitigation Measures

PVCC Specific Plan EIR mitigation measure **MM Air 2** is presented in Section 5.2.2, and mitigation measure **MM Trans 1** is presented above.

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.

Project Design Features

Project design features **PDF 8-1** and **PDF 8-2** are presented above.

Truck Access and Circulation

PDF 8-3 Prior to the issuance of occupancy permits, the project proponent shall construct the truck access roadway improvement at Driveway 1 (Webster Avenue), as shown on Exhibit 1-6 in the TIA. The driveway shall be designed to provide the necessary curb radii to accommodate a truck with a 67-foot wheelbase (WB-67).

Inadequate Emergency Access. Internal vehicle and truck circulation to the Modified Project, Auxiliary Parking Option, and Completed Project would be provided by existing drive aisles and driveways at the Existing Project site and as proposed at the expansion site. In compliance with the requirements of PVCC Specific Plan EIR mitigation measures MM Trans 1 and MM Trans 2,

on-site improvements have been designed and would be constructed in accordance with the PVCC Circulation Plan (PDF 8-1); and adequate sight distance at entrance driveways would be provided (PDF 8-2). Access to the proposed expansion site would be provided from a new driveway on Webster Avenue, with connections to the existing driveways on Nance Street and Markham Street at the Existing Project site. As with the IPDC, access to the expansion site has been designed to accommodate large trucks with trailers used for the distribution of goods to and from the distribution center/warehouse (PDF 8-3). This would provide ample vehicular access for emergency vehicles. Compliance with site access standards established by the City Public Works Department; Uniform Fire Code, and RCFD standards for fire access routes and required street widths would ensure the Modified Project, Auxiliary Parking Option, and Completed Project do not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Construction of roadway improvements near the expansion site would also improve emergency access to the Existing Project site, the expansion site, and surrounding areas. Impacts would be less than significant (Draft SEIR, page 6-21).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project, which avoids or substantially lessens the significant environmental effect as identified in the Final SEIR.**

- 2. The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: Potential impacts related to inadequate emergency access have been eliminated or substantially lessened to a level of less than significant by incorporation of project design features PDF 8-1, PDF 8-2, and PDF 8-3, and PVCC Specific Plan EIR mitigation measures MM Trans 1 and MM Trans 2 presented above.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities. In compliance with PVCC Specific Plan EIR mitigation measure MM Trans 4, the Riverside Transit Authority (RTA) was consulted and has indicated that it has no plans to implement bus routes on the streets surrounding the proposed expansion site. The PVCC Specific Plan requires Secondary Arterials and Local Roads to include sidewalks; therefore, roadway improvements constructed as part of the Modified Project and Auxiliary Parking Option and other developments within the PVCC Specific area, would include required sidewalks that would allow direct pedestrian access and movement from the expansion site to other areas within the PVCC Specific Plan area. Additionally, consistent with PVCC Specific Plan Standard and Guideline 4.2.2.3, the sidewalk would extend onto the expansion site, providing access to the proposed building expansion and parking areas. The roadways adjacent to the expansion site are not designated for bikeways or trails; however, as required by PVCC Specific Plan EIR mitigation measure MM Trans 5, the Modified Project and Auxiliary Parking Option would provide bicycle racks to accommodate workers choosing to bike to and from work.

With the proposed roadway sidewalk improvements, internal walkways, and bike racks, the Modified Project, Auxiliary Parking Option, and Completed Project would not result in significant impacts related to adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities (Draft SEIR, pages 6-21 and 6-22).

Findings:

1. **Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project, which avoids or substantially lessens the significant environmental effect as identified in the Final SEIR.**
2. **The effects identified in the Final SEIR have been determined not to be significant.**

Facts in Support of Findings: Potential impacts related to a potential conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or a decrease the performance or safety of such facilities have been eliminated or substantially lessened to a level of less than significant by adherence to the PVCC Specific Plan sidewalk requirements and incorporation of PVCC Specific Plan EIR mitigation measure MM Trans 5.

Applicable PVCC Specific Plan Mitigation Measures

MM Trans 5 Bike racks shall be installed in all parking lots in compliance with City of Perris standards.

5.3 ENVIRONMENTAL EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS

The purpose of this section is to present the Findings and Facts in the Support of Findings relative to the potential environmental impacts that cannot be reduced to a level considered less than significant with the incorporation of PVCC Specific Plan EIR and IPDC Final EIR mitigation measures into the IPT Perris DC II Project, and the implementation of project design features.

The City of Perris, having reviewed and considered the information contained in the IPT Perris DC II Final SEIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081 and CEQA Guidelines 15091, that:

- Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project which avoid or substantially lessen the significant environmental effect as identified in the IPT Perris DC II Final SEIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the IPT Perris DC II Final SEIR.

Therefore, the IPT Perris DC II Project would cause significant unavoidable impacts for the following categories. The City must adopt a Statement of Overriding Consideration as a condition of approval of the IPT Perris DC II Project and identify overriding economic, legal, social, technological, or other benefits of the IPT Perris DC II Project that outweigh its significant effects (refer to Section 7.0 of this document).

Air Quality

- Violate air quality standard or contribute to an existing or projected air quality violation during operation (NOx) (Completed Project).

- Cumulative criteria pollutants impact for NO_x (Completed Project).

Greenhouse Gas Emissions

- Substantial cumulative greenhouse gas emissions (Completed Project).

Transportation and Traffic

- Cumulative impacts related to intersections, freeway mainline segments, and freeway ramps (Modified Project, Auxiliary Parking Option and Completed Project).

Agricultural Resources

- Project-level and cumulative loss of important Farmland and conversion of important Farmland to a non-agricultural use (Modified Project and Auxiliary Parking Option).

5.3.1 AIR QUALITY

Violate Air Quality Standard or Contribute to an Existing or projected Air Quality Violation during Operation. In compliance with PVCC Specific Plan EIR mitigation measure MM Air 10, the construction and operational air quality impacts of the Modified Project have been analyzed in the Air Quality Impacts Analysis included in Appendix A of the Draft SEIR. As shown in Table 4.2-5 of the Draft SEIR, the Modified Project and Auxiliary Parking Option would not exceed regional thresholds of significance established by the SCAQMD. However, as shown in Table 4.2-6 of the Draft SEIR, the maximum daily emissions from operations of the Existing Project and the Completed Project would exceed the SCAQMD CEQA significance threshold for nitrogen oxides (NO_x). Therefore, the Completed Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation, resulting in a significant impact. PVCC Specific Plan EIR mitigation measures MM Air 11, MM Air 13, MM Air 14, and MM Air 20, and IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 have been incorporated into the Modified Project. However, even with implementation of these mitigation measures and project design features, the operational NO_x emissions of the Completed Project (with the Modified Project or Auxiliary Parking Option) would exceed the significance threshold, resulting in a significant and unavoidable impact. Emissions for other pollutants would not exceed the SCAQMD thresholds (Draft SEIR, pages 4.2-15 through 4.2-17).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project that avoid or substantially lessen the significant environmental effect as identified in the IPT Perris DC II Final SEIR.**
- 2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the IPT Perris DC II Final SEIR.**
- 3. Impacts associated with long-term operational air quality emissions from implementation of the IPT Perris DC II Project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the PVCC Specific Plan EIR and IPDC Final EIR, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Maximum daily emissions from operations of the Completed Project (with implementation of the Modified Project or Auxiliary Parking Option) would exceed the SCAQMD CEQA significance thresholds for NOx. This exceedance is primarily due to the extensive haul truck travel resulting from long-term operations. Because NOx is an O₃ precursor, this could also result in increased violations to the State and federal O₃ standards. Even with incorporation of PVCC Specific Plan EIR mitigation measures MM Air 11, Air 13, MM Air 14, and MM Air 20, and IPDC Final EIR mitigation measures MM 2-3 through MM 2-14, NOx emissions cannot be effectively reduced to a level below SCAQMD thresholds.

The magnitude of NOx reductions from IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 would be relatively small because most of the operational emissions would be generated by long-haul diesel trucks while on the road. The trucks would not be owned by the project proponent or warehouse operators; thus, near-term mitigation of truck emissions is not feasible. The amount of NOx reductions resulting from implementation of the identified mitigation measures would not reduce the Completed Project's operational emissions to the 55 lbs/day threshold of significance. Substantial NOx emissions reductions may result from the implementation of IPDC Final EIR mitigation measure MM 2-7, but the reductions are not assured as they would be dependent on funding received. Therefore, even with implementation of the identified mitigation measures, this impact would be significant and unavoidable, consistent with the conclusions of the IPDC Final EIR (Draft SEIR, page 4.2-12). There are no feasible mitigation measures beyond the identified PVCC Specific Plan and IPDC Final EIR mitigation measures that would reduce NOx emissions to a less than significant level.

The City makes Findings 1, 2, and 3 for these impacts.

Applicable PVCC Specific Plan Mitigation Measures

- 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 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], and SOON [Surplus Off-Road Opt-in for NOx] 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 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 requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

IPDC Final EIR Mitigation Measures

MM 2-3 Prior to the issuing of each building permit, the project proponent and its contractors shall provide plans and specifications to the City of Perris Building Department demonstrating that each project building is designed for passive heating and cooling, and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights. Proof of compliance shall be provided to the City of Perris Building Department prior to the issuance of occupancy permits.

MM 2-4 Prior to the issuing of each building permit, the project proponent and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped so that electrical equipment may be used for landscape maintenance. Proof of compliance shall be provided to the City of Perris Building Department prior to the issuance of occupancy permits.

MM 2-5 Once constructed, the project proponent shall ensure that all building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements. Proof of compliance shall be provided to the City of Perris Building Department prior to the issuance of occupancy permits.

MM 2-6 Once constructed, the project proponent shall ensure that all building tenants shall utilize only electric or natural gas service yard trucks (hostlers or yard goats), pallet jacks, forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.

MM 2-7 Upon occupancy, the facility operator shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Development Services Department. The report shall (1) list each engine design; (2) describe the effort made by each tenant to

obtain funding to upgrade their fleet and the results of that effort; and (3) describe the change in each fleet composition from the prior year.

MM 2-8

Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City. The tenant-implemented program would include, but not be limited to the following:

- Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.
- Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.
- Inform employees of public transit and commuting services available to them (e.g., social media, signage).
- Provide on-site transit pass sales and discounted transit passes.
- Guarantee a ride home.
- Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted.
- Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program.”

MM 2-9

Prior to the issuance of a building permit, the project proponent shall provide evidence to the City that loading docks are designed to be compatible with SmartWay trucks.

MM 2-10

Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies.
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
- The importance of minimizing traffic, noise, and air pollutant impacts to residences on Markham Street and Webster Avenue.

- MM 2-11** Prior to issuance of a building permit, the project proponent shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways. Specifically, signage shall be posted for the southwestern driveway (which identifies that trucks are restricted from entering or exiting at that location), and the southeastern driveway (which identifies that trucks are restricted from turning right out of the southeastern driveway onto Markham Street). Further, the signage program shall include a requirement that signage be posted onsite along and visible from Markham Street restricting trucks from traveling past the southeastern driveway. Prior to issuance of an occupancy permit, installation of the required signs shall be confirmed by the City.
- MM 2-12** Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved trucks have been installed along the truck routes to and from the project site. Signs restricting truck access shall be posted at the intersection of Webster Avenue and Markham Street to prevent trucks from turning west on Markham Street adjacent to residential uses, and on Markham Street before the southeastern driveway to prevent trucks from traveling further west on Markham Street.
- MM 2-13** Prior to issuance of an occupancy permit, the project proponent shall install a sign on the south side of the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.
- MM 2-14** Prior to issuance of a building permit, the project proponent shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.

Cumulatively Considerable Net Increase of any Criteria Pollutant (Cumulative Regional Impacts). Since the estimated construction-related emissions from the Modified Project would not result in exceedances of SCAQMD's recommended daily thresholds, the Modified Project's construction-source emissions would be considered less than significant on a project-specific and cumulative basis. With the Auxiliary Parking Option generating less construction emissions than the Modified Project, its construction impact would also be less than significant on a project-specific and cumulative basis (Draft SEIR, page 4.2-18).

The Modified Project's and Auxiliary Parking Option's operational-source air pollutant emissions would not exceed the SCAQMD regional thresholds for emissions of any criteria pollutant. Therefore, the operational-source emissions would be considered less than significant on a project-specific and cumulative basis. However, NO_x emissions from the Completed Project (with the Modified Project or Auxiliary Parking Option) would exceed the SCAQMD regional threshold. Thus, the operational NO_x emissions of the Completed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin is in non-attainment (Draft SEIR, page 4.2-19). As discussed above, even with implementation of PVCC

Specific Plan EIR and IPDC Final EIR mitigation measures and project design features, NOx emissions cannot be effectively reduced to a level below SCAQMD thresholds. Because operational NOx emissions would exceed the significance threshold and could contribute to existing violations of the O₃ standard resulting in significant direct impact, there would also be a cumulative significant impact (Draft SEIR, page 4.2-14). This is consistent with the conclusions of the IPDC Final EIR.

As shown in Tables 4.2-7 and 4.2-8, of the Draft SEIR (pages 4.2-11 and 4.2-12), emissions of other criteria pollutants would be well below the applicable SCAQMD thresholds and, therefore, would not be cumulatively considerable and the cumulative impact for these criteria pollutants would be less than significant.

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project that avoid or substantially lessen the significant environmental effect as identified in the IPT Perris DC II Final SEIR.**
- 2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the IPT Perris DC II Final EIR.**
- 3. Impacts associated with cumulative criteria pollutants and have been reduced to the extent feasible. However, after implementation of the mitigation measures contained in the PVCC Specific Plan EIR and IPDC Final EIR, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Long-term NOx emissions from operation of the Completed Project (with Modified Project and Auxiliary Parking Option), and notably mobile sources, would exceed the SCAQMD thresholds for operations. Because NOx is an O₃ precursor, this could also result in additional violations of the State and federal O₃ standards for which the South Coast Air Basin is in non-attainment. As identified above, there are no additional feasible mitigation measures beyond PVCC Specific Plan EIR mitigation measures MM Air 11, MM Air 13, MM Air 14 and MM Air 20, and IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 identified above to reduce the NOx emissions to a less than significant level. Therefore, this impact would be cumulatively considerable and significant, consistent with the conclusions of the IPDC Final EIR.

The City makes Findings 1, 2, and 3 for these impacts.

5.3.2 GREENHOUSE GAS EMISSIONS

Substantial Greenhouse Gas Emissions. Construction activities for the Modified Project and Auxiliary Parking Option would result in the temporary generation of GHGs from off-road and on-road construction equipment and worker vehicles. Operational activities associated with operation of the Modified Project and Auxiliary Parking Option would result in GHG emissions from building energy use (combustion emissions associated with natural gas and electricity); water supply, treatment, and distribution; solid waste disposal; and mobile source emissions (combustion emissions from vehicles, heavy trucks, on-site equipment, and landscape maintenance equipment). As shown on Table 4.4-3 of the Draft SEIR (page 4.4-10), the total annual estimated GHG emissions for the Modified Project, including amortized construction-related GHG

emissions, is 4,160.66 million tons of carbon dioxide equivalent per year (MTCO₂e/yr). GHG emissions from the Modified Project alone would not exceed the SCAQMD's recommended 10,000 MTCO₂e/yr screening threshold for industrial projects. Also, the Auxiliary Parking Option would not result in any additional operational GHG impacts beyond what is estimated for the Modified Project. However, as shown in Table 4.4-4 of the Draft SEIR, the GHG emissions from the Completed Project are estimated at 17,315.21 MTCO₂e/yr, which is greater than the SCAQMD screening threshold. Since it is very unlikely that any individual development project would have GHG emissions of a magnitude to directly impact global climate change, any impact would be considered on a cumulative basis. Because the Completed Project's GHG emissions would exceed the 10,000 MTCO₂e/yr screening threshold, the impact would be cumulatively considerable and significant (Draft SEIR, pages 4.4-7 through 4.4-10).

Compliance with PVCC Specific Plan EIR mitigation measures MM Air 2 and MM Air 4 during construction; mitigation measures MM Air 11, MM Air 13, MM Air 14, and MM Air 20 (identified in Sections 5.3.1 of this document) and MM Air 19 during operation; and project design features PDF 4-1 and 4-2 would aid in the reduction of GHG emissions. Additionally, IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 (identified in Section 5.3.1 of this document), which would be implemented to reduce pollutant emissions, would also reduce GHG emissions. There are no additional feasible mitigation measures beyond those identified that would reduce the Completed Project's GHG emissions to a less than significant level. Therefore, GHG impacts would be cumulatively significant and unavoidable, consistent with the conclusions of the IPDC Final EIR (Draft SEIR, page 4.4-8 through 4.4-11).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project that avoids or substantially lessens the significant environmental effect as identified in the IPT Perris DC II Final SEIR.**
- 2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the IPT Perris DC II Final SEIR.**
- 3. Cumulative GHG impacts from implementation of the IPT Perris DC Project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Potential GHG impacts from the Completed Project would be substantially lessened by incorporation of project design features PDF 4-1 and PDF 4-2; PVCC Specific Plan EIR mitigation measures MM Air 11, MM Air 3, MM Air 14, MM Air 19, and MM Air 20; and IPDC Final EIR mitigation measures MM 2-3 through MM 2-14. While the Modified Project alone and the Auxiliary Parking Option would not generate GHG emissions exceeding the SCAQMD's screening threshold, the Completed Project with the Modified Project or Auxiliary Parking Option would result in GHG emissions that would exceed the threshold. There are no additional feasible mitigation measures that would reduce the Completed Project's cumulative impacts related to GHG emissions to a less than significant level. Therefore, the Completed Project would still result in significant and unavoidable cumulative impacts on GHG.

The City makes Findings 1, 2, and 3 for these impacts.

Project Design Features

PDF 4-1 The Modified Project shall be designed to achieve the equivalent of a Leadership in Energy and Environmental Design (LEEDTM) “Silver” rating under the U.S. Green Building Council’s 2009 Core and Shell Development standards. To achieve this, the design, construction, and operation of the proposed project shall incorporate a series of green building strategies which shall include, but not be limited to, the measures listed below. The required timing for each measure is provided in italics and shall be verified by the City.

- Enhanced commissioning (the LEED Core & Shell Energy and Atmosphere [EA] Credit 3). *Within 10 months from project completion.*
- Alternative transportation. Bicycle Storage and Changing Rooms (four unisex showers, and two secure bicycle storage rooms) (Sustainable Sites [SS] Credit 4.2). *Prior to the issuance of an occupancy permit.*
- Storm Water Design. Quality Control (SS Credit 6.2) (implement the City-approved Storm Water Pollution Prevention Program). *Prior to issuance of a building permit.*
- Water-efficient landscaping (Water Efficiency [WE] Credit 1). *Prior to approval of landscape plans.*
- Water-use reduction (WE Credit 3). *Ongoing during project design with final verification after project completion/prior to occupancy.*
- Construction waste management (Materials and Resources [MR] Credit 2). *During construction.*
- Use of regional materials (MR Credit 5). *During construction.*
- Use of low emitting materials. Adhesives and Sealants (Indoor Environmental Quality [IEQ] Credit 4.1). *During construction.*
- Use of low-emitting materials. Paints and Coatings (IEQ Credit 4.2). *During construction.*
- Innovation in design (Innovation in Design (ID Credit 1) (utilize locally sourced concrete). *After completion of construction.*
- LEED-accredited professional (ID Credit 2) (at least one principal participant of the project team is a LEED-Accredited Professional). *Prior to preliminary design.*

PDF 4-2 The following additional sustainable design features shall be incorporated into the project. The required timing for each measure is provided in italics and shall be verified by the City.

- The parking area shall include designated parking spaces for high-occupancy vehicles (HOV) and rideshare vans. Parking stall design shall comply with Perris Municipal Code, Section 19.69.030C.5b (required by mitigation measure MM Air 14 of the PVCC Specific Plan EIR). *Prior to the issuance of an occupancy permit.*
- The parking area shall include parking spaces for alternative-fueled vehicles. *Prior to the issuance of an occupancy permit.*

- All parking areas shall be concrete, and may include pervious concrete, if feasible. *Prior to the issuance of a building permit.*
- Automobile parking areas shall include 24-inch box trees from the list provided in the PVCC Specific Plan Landscape Standards Section 6.0 to provide 50 percent shade coverage. *Prior to approval of landscape plans.*
- Energy-efficient street lighting shall be installed throughout the project site (required by mitigation measure MM Air 19 of the PVCC Specific Plan EIR). *Prior to the issuance of a building permit.*
- The building's energy efficiency shall be increased by approximately 20 percent above the current Title 24 Energy Standards, as adopted by the City, which exceeds the 15 percent requirement of the PVCC Specific Plan EIR (see mitigation measure MM Air 20).
- Indoor water use shall be reduced by 25 percent (required by mitigation measure MM Air 20 of the PVCC Specific Plan EIR). *Prior to the issuance of a building permit.*
- Irrigation water use shall be reduced through the use of a native and/or drought-tolerant plant palette and "smart" irrigation system that includes drip irrigation and a weather controller. *Prior to approval of landscape plans.*
- Recycled water shall be used for landscape irrigation. *Prior to approval of landscape plans.*
- Potable water use shall be reduced by selecting high efficiency fixtures, reducing indoor use, and using recycled water for landscaping irrigation. *Prior to approval of landscape plans.*
- Light-colored, high-albedo paving and/or roofing materials that reduce the heat island effect shall be incorporated. *Prior to the issuance of a building permit.*

Applicable PVCC Specific Plan Mitigation Measures

Refer to PVCC Specific Plan EIR mitigation measures **MM Air 11**, **MM Air 13**, **MM Air 14**, and **MM Air 20** in Section 5.3.1 of this document.

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 interior and exterior lighting throughout the project site, including street lighting, parking area lighting, and signage. Light fixtures shall be energy efficient compact fluorescent and/or light-emitting diode (LED) light bulbs, to the extent feasible and to the extent that exterior lighting also complies with the requirements of Riverside County Ordinance No. 655, which includes lighting restrictions for the protection of the Palomar Observatory. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Planning and Building Divisions) prior to conveyance of applicable streets.

IPDC Final EIR Mitigation Measures

IPDC Final EIR mitigation measures **MM 2-3 through MM 2-14** in Section 5.3.1 of this document would reduce the significant cumulative GHG emissions impact of the Completed Project. No additional mitigation measures beyond these are available to further reduce GHG emissions.

5.3.3 TRANSPORTATION AND TRAFFIC

Conflict with any Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System, and Conflict with any Applicable Congestion Management Plan.

Cumulative Impacts. Under the Opening Year Cumulative (2020) conditions, the Modified Project and Completed Project would result in potentially significant cumulative impacts to intersections, freeway ramp merge/diverge locations, and freeway mainline segments. Table 4.8-10 indicates that four study area intersections are anticipated to operate at an unacceptable LOS during the peak hour under Opening Year Cumulative (2020) without Existing Project or Modified Project and traffic conditions, due to traffic volumes generated by other cumulative development in conjunction with ambient growth. With the addition of traffic from the Existing Project and Completed Project, these same intersections would operate at unacceptable LOS, with no new LOS deficiencies for study area intersections. Since the Completed Project would contribute more than 50 peak hour trips to the I-215 freeway northbound and southbound/Harley Knox Boulevard intersections, which are Congestion Management Program (CMP) facilities, and the Western Way/Harley Knox Boulevard intersection, impacts would be significant. With the exception of the I-215 southbound/Harley Knox Boulevard intersection, the IPDC Final EIR also identified significant impacts at these intersections resulting from the Existing Project. The Completed Project would contribute less than 50 peak hour trips to the Indian Avenue/Harley Knox Boulevard intersection. Thus, the impact to this intersection would be less than significant (Draft SEIR, pages 4.8-35 through 4.8-37).

The needed improvements to the I-215 ramps have been included as part of an existing fee mitigation program. Thus, the project applicant is required to pay fees, as required by established traffic mitigation fee programs (PVCC Specific Plan EIR MM Trans 3) for the Modified Project and Auxiliary Parking Option. However, the impacts would remain significant and unavoidable because the I-215 is under the jurisdiction of another agency (Caltrans) and the City of Perris cannot require that agency to approve and implement the required physical improvements to the I-215. The improvements needed at the Western Way/Harley Knox Boulevard intersection are not part of an existing funding program. As required by IPDC Final EIR MM 8-1, the project applicant would be required to pay an additional fee or fair share payment for non-program improvements. However, since the identified non-program improvements at the Western Way/Harley Knox Boulevard intersection are not covered by an existing adopted traffic mitigation fee program, the payment of an additional fee or fair share payment does not ensure that the physical improvements would ultimately be completed. Therefore, significant and unavoidable cumulative traffic impacts would occur with the Modified Project, Auxiliary Parking Option and Completed Project at these 3 intersections (Draft SEIR, page 4.8-37 through 4.8-39).

It should be noted that the IPDC Final EIR identified a significant impact at Patterson Avenue at Harley Knox Boulevard and Webster Avenue at Harley Knox Boulevard. Based on the TIA for the Modified Project these intersections would operate at acceptable LOS under Opening Year Cumulative traffic conditions. The improved LOS operations at Patterson Avenue and Harley Knox Boulevard are due to the recently completed widening of Harley Knox Boulevard, which widened this segment with an additional through lane in each direction. Similarly, the LOS

operations at Webster Avenue and Harley Knox Boulevard improved due to the installation of a roundabout at Webster Avenue and Harley Knox Boulevard.

The addition of traffic under cumulative conditions would not result in any new LOS deficiencies for study area roadway segments. Also, with the exception of the intersection of Western Way and Harley Knox Boulevard, no additional traffic signal is recommended. No freeway offramps are expected to experience queueing issues under cumulative traffic conditions. However, freeway segments of I-215 north and south of Harley Knox Boulevard would operate at unacceptable LOS (LOS E or F) for Opening Year Cumulative, Opening Year Cumulative Plus Existing Project, and Opening Year Cumulative Plus Completed Project traffic conditions. All ramps of I-215 at Harley Knox Boulevard would operate at unacceptable LOS (LOS E or F) during the AM and PM peak hours. As stated above, the City has no control over Caltrans facilities and these would be significant and unavoidable cumulative impacts for the Modified Project, Auxiliary Parking Option and Completed Project. (Draft SEIR, page 4.8-40 through 4.8-42).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project, which avoids or substantially lessens the significant environmental effect as identified in the IPT Perris DC II Final SEIR.**
- 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.**
- 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the IPT Perris DC II Final SEIR.**
- 4. Cumulative traffic impacts from implementation of the IPT Perris DC II Project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Provision of funding for transportation improvements is required for the Modified Project and Auxiliary Parking Option (refer to PVCC Specific Plan EIR mitigation measure MM Trans 3 and IPDC Final EIR mitigation measure MM 8-1). However, as summarized below, the IPT Perris DC II Project Final SEIR determined that even with incorporation of identified PVCC Specific Plan EIR mitigation measures, project design features, and IPDC Final EIR mitigation measures, the City of Perris cannot guarantee that all required improvements would be made, resulting in significant and unavoidable cumulative impacts at three intersections, four freeway segments, and four freeway ramps under the Opening Year Cumulative (2020) conditions (Draft SEIR, pages 4.8-40 through 4.8-42).

Intersections

Potential cumulative impacts at the I-215 freeway northbound and southbound/Harley Knox Boulevard intersections and the Western Way/Harley Knox Boulevard intersection would be considered significant and unavoidable based on the analysis presented in the Draft SEIR (Draft SEIR, pages 4.8-35 through 4.8-42).

As shown in Table 7-6 of the TIA included in Appendix F of the Draft SEIR, the improvements required for these intersections to operate at an acceptable LOS include:

- **I-215 Southbound Ramps/Harley Knox Boulevard.** The following improvements are recommended to maintain acceptable peak-hour intersection operations for the Opening Year Cumulative (2020) plus Completed Project traffic conditions:
 - Construct a southbound left turn lane
 - Restripe the southbound shared left-turn/through lane to a second left turn lane
 - Restripe the southbound right turn lane to a shared through-right turn lane
 - Construct a second westbound left-turn lane

- **I-215 Northbound Ramps/Harley Knox Boulevard.** The following improvement is recommended to maintain acceptable peak hour intersection operations for the Opening Year Cumulative (2020) plus Completed Project traffic conditions:
 - Construct westbound free right-turn lane

These improvements to the I-215 ramps have been included as part of an existing fee mitigation program. As required by PVCC Specific Plan EIR MM Trans 3, the project proponent shall participate in the funding or construction of off-site improvements through the payment of the NPRBBD, or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. While implementation of the identified improvements can reduce impacts to a level considered less than significant, these physical improvements would require approval from Caltrans. The City of Perris cannot require Caltrans to approve implementation of the mitigation measures and cannot construct these improvements without Caltrans approval. Therefore, this impact would be unmitigated until completion of the improvements. This would result in a significant and unavoidable impact.

- **Western Way/Harley Knox Boulevard.** The following improvements are recommended to maintain acceptable peak hour intersection operations for the Opening Year Cumulative (2020) plus Existing Project Plus Modified Project traffic conditions:
 - Install a traffic signal
 - Construct a northbound shared left-through-right turn lane
 - Construct an eastbound left-turn lane
 - Construct a westbound left-turn lane

These improvements are not part of an existing funding program. As identified in IPDC Final EIR mitigation measure MM 8-1, the project proponent would be required to pay an additional fee or fair share payment toward implementation of these intersection improvements. If the City is unable to obtain sufficient funding for the construction of these improvements from other sources, then the identified improvements may not be constructed and the impact would remain unmitigated. This results in a significant and unavoidable impact, despite the payment by the project proponent of an additional fee or fair share payment.

Table 1-5 of the TIA lists the improvements that are needed to improve LOS at impacted intersections, with an estimate of the fair share contribution. The project proponent shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of TUMF, City of Perris DIF fees, or NPRBBD fees (if the improvements are included in the TUMF, DIF, or NPRBBD fee programs) (PVCC Specific Plan MM Trans 3) or on a fair share basis (if the improvements are not included

in the TUMF, DIF, or NPRBBD fee programs) (IPDC Final EIR MM 8-1). These fees shall be collected by the City of Perris, with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

As shown in Table 4.8-11, intersections that are forecasted to experience significant impacts can be reduced to less than significant levels with implementation of the identified improvements. However, the City of Perris cannot guarantee that all required improvements would be made, resulting in a significant and unavoidable impact. The significant and unavoidable cumulative impacts at the intersections for I-215 Northbound Ramps/Harley Knox Boulevard and Western Way/Harley Knox Boulevard were identified in the IPDC Final EIR. The cumulative intersection impact at the I-215 Southbound Ramps/Harley Knox Boulevard is a new significant impact not previously identified (Draft SEIR, page 4.8-38).

The City makes Findings 1, 2, 3 and 4 for these intersection impacts.

Freeway Mainline Segments

Freeway mainline segments of I-215 north and south of Harley Knox Boulevard would operate at unacceptable LOS (LOS E or F) for Opening Year Cumulative, Opening Year Cumulative Plus Existing Project, and Opening Year Cumulative Plus Completed Project traffic conditions:

- I-215 Freeway – Southbound, North and South of Harley Knox Boulevard
- I-215 Freeway – Northbound, North and South of Harley Knox Boulevard

With the exception of the northbound segment of I-215 south of Harley Knox Boulevard, these significant and unavoidable cumulative freeway segment impacts were identified in the IPDC Final EIR.

Neither Caltrans nor the State have adopted a fee program that can ensure that locally contributed impact fees will be tied to improvements to freeway mainlines, and only Caltrans has the jurisdiction over mainline improvements. Because Caltrans has exclusive control over State highway improvements, ensuring that fair share contributions to mainline improvements are actually part of a program tied to implementation is within the jurisdiction of Caltrans. Since it is not known when these improvements would be constructed and since the City of Perris does not have jurisdiction over these improvements, the Modified Project, Auxiliary Parking Option and Completed Project would result in a significant cumulative impact until that time that freeway improvements are implemented by Caltrans (Draft SEIR, page 4.8-40).

The City makes Findings 2, 3 and 4 for these impacts.

Freeway Merge/Diverge Analysis

Ramp merge and diverge operations have been evaluated for Opening Year Cumulative (2020) traffic conditions at the I-215/Harley Knox Boulevard interchange for Opening Year Cumulative, Opening Year Cumulative Plus Existing Project, and Opening Year Cumulative Plus Completed Project traffic conditions. As shown, all ramp junctions along I-215 are projected to operate at unacceptable service levels:

- I-215 – Southbound On- and Off-Ramps at Harley Knox Boulevard
- I-215 – Northbound On- and Off-Ramps at Harley Knox Boulevard

The addition of project traffic does not result in any new LOS deficiencies for freeway ramp junctions. These forecasted LOS deficiencies are due to future local and regional growth in the area. As stated above, the City has no control over State facilities and, because the State facilities funded and these would be significant and unavoidable cumulative impacts for the Modified Project and Completed Project (Draft SEIR, pages 4.8-41). With the exception of the I-215 northbound off-ramp at Harley Knox Boulevard, these significant and unavoidable cumulative freeway ramp impacts were identified in the IPDC Final EIR.

The City makes Findings 2, 3 and 4 for these impacts.

Applicable PVCC Specific Plan Mitigation Measures

Refer to mitigation measure **MM Trans 3** in Section 5.2.10.

Project Design Features

Project design features **PDF 8-1** and **PDF 8-2** are presented in Section 5.2.10.

IPDC Final EIR Mitigation Measure

MM 8-1 Prior to the issuance of a building permit, and, the project proponent shall pay an additional fee (in compliance with the City's additional fee payment policy [Local Fee]), or fair share payment to the City of Perris for roadway and intersection improvements that are not currently funded through an established traffic fee mitigation programs (i.e., North Perris Road and Bridge Benefit District [NPRBBD], which includes the Transportation Uniform Mitigation Fee [TUMF] and City Development Impact Fee [DIF]). The "non-program improvements" for which the additional fee payment or fair share payment applies, along with the estimated fair share percentage, are outlined in Table 4.8-29. The additional fee or fair share payment amount shall be established by the City of Perris. Should the City adopt revisions to the NPRBBD to include any of these improvements, the project proponent's mitigation fees shall be paid in accordance with that program in lieu of this additional fee or fair share payment. The timing of implementation of the improvements shall be determined by the City and, to the extent feasible, shall be completed by the City in the timeframe necessary to avoid identified significant cumulative impacts. Any improvements constructed by the proposed proponent may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion).

5.3.4 AGRICULTURAL RESOURCES

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use. The expansion site includes lands designated as Prime Farmland (5.1 acres) and Other Land (5.1 acres) under the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), which would be lost with the construction of the Modified Project or Auxiliary Parking Option. The Existing Project previously impacted approximately 18.2 acres of land designated as Prime Farmland, 11.9 acres of Farmland of Local Importance, and 13.2 acres of Other Land. With construction of the Modified Project or Auxiliary Parking Option, the Completed Project would impact approximately 23.3 acres of land designated as Prime Farmland, 11.9 acres of Farmland of Local Importance, and 18.6 acres of Other Land. Therefore, the Modified Project and Auxiliary Parking Option would result in a significant project and cumulative impact to Farmland related to the loss of Prime Farmland and the associated conversion of Farmland to non-agricultural uses.

However, the Completed Project under the Modified Project or Auxiliary Parking Option would not result in the loss of additional Prime Farmland or the conversion of farmland beyond that anticipated in the IPDC Final EIR (23.3 acres with the Completed Project compared to 23.7 acres of impact assumed in the IPDC Final EIR). This is because the northwest parcel of the Existing Project site which was then designated as Prime Farmland in the 2010 FMMP was in the second fallow cycle and was subsequently reclassified to Other Land in the 2016 FMMP. This parcel did not contain "Farmland" pursuant to CEQA when the IPDC was constructed in 2016 (Draft SEIR 4.10-5).

IPDC Final EIR mitigation measure MM 10-1 would be implemented by the Modified Project or Auxiliary Parking Option to improve other Farmland but would not mitigate impacts to less than significant levels. Even with implementation of this mitigation measure, the loss of land designated as Prime Farmland would represent a significant and unavoidable impact for the Modified Project, Auxiliary Parking Option, and Completed Project, consistent with the conclusions of the IPDC Final EIR. No new significant impacts or increases in the severity of any previously identified significant impacts would occur. At the same time, there are no additional feasible mitigation measures (Draft SEIR, pages 4.10-5 through 4.10-6).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project that avoids or substantially lessens the significant environmental effect as identified in the IPT Perris DC II Final SEIR.**
- 2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the IPT Perris DC II Final SEIR.**
- 3. Project and cumulative agricultural resource impacts from implementation of the IPT Perris DC II Project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Potential impacts on agricultural resources would be lessened by implementation of IPDC Final EIR mitigation measure MM 10-1 (Draft SEIR, page 4.10-5). However, the Modified Project, Auxiliary Parking Option, Completed Project and cumulative impacts to agricultural resources due to the conversion of Farmland to non-agricultural uses would be significant and unavoidable. Consistent with the conclusions of the IPDC Final EIR, preserving the on-site Farmland as part of a conservation easement, thereby avoiding the on-site Farmland, is not being considered due to the factors discussed below.

- **Size.** The area designated as Prime Farmland on the expansion site (5.1 acres) and the expansion site in its entirety (10.2 acres) are not of a sufficient size to qualify for a preserve under the Williamson Act, as administered by the County. Preserves must include 100 contiguous acres or, if less than 100 acres, may be annexed to an existing agricultural preserve having a common boundary with their property. There are no agricultural preserves adjacent to the expansion site.
- **Sustainability.** The expansion site is not currently being used for, and is not large enough to sustain, commercial agricultural production. The land is not in an area that possesses the necessary market, infrastructure, or agricultural support services and the surrounding areas, which are currently going through a transition to non-agricultural uses, would not support long-term commercial agricultural production.

- **General Plan and Zoning.** The City's General Plan and Zoning do not demonstrate long-term commitment to agricultural land conservation. The City has been planning for the conversion of agricultural land to non-agricultural uses since at least 1991. There are no areas in the City that are designated on the General Plan Land Use Map or Zoning Map for agricultural production, with the exception of one parcel that is less than ten acres and not in proximity to the expansion site. The utilization of any portion of the expansion site for continued low quality agricultural activity would impede the City from achieving the goals and objectives set forth in its General Plan, including, but not limited to the following:
 - Orderly conversion of agricultural lands (Conservation Element).
 - Commerce and industry to provide jobs for residents at all economic levels (Land Use Element).

Additionally, the intent of the PVCC Specific Plan, where the expansion site is located, is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The City is focusing on developing the PVCC Specific Plan area in an economically productive way rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Therefore, preservation of the on-site Farmland would not be consistent with the land use goals and planning efforts established by the City.

The establishment of a conservation easement off site is another potential mitigation option. To effectively mitigate for the conversion of Farmland in the City of Perris, any conservation should occur in the City or in Riverside County, specifically western Riverside County. As previously identified, there are no areas in the City that have land use designations for agricultural purposes, and the City's planning efforts do not support conservation of agricultural land. Under these circumstances, no mitigation that would artificially preserve or prolong agricultural activities in the City would be feasible or necessary. There have been no conservation easements for agricultural land established in Riverside County. The project applicant does not own other property in the City or the County that would meet the basic criteria for a conservation easement. Therefore, the establishment of a conservation easement to mitigate the impacts of the IPT Perris DC II Project would require the purchase of property that would meet the standards for an easement relative to size, sustainability, support established through agency planning, etc. The purchase of property similar in size to the amount of Farmland impacted by the Modified Project or Auxiliary Parking Option (5.1 acres) would not be sufficient to qualify for a Williamson Act contract or grant funding under the California Farmland Conservancy Program. Additionally, considering the economic and regulatory constraints on the viability of agriculture in western Riverside County, as discussed previously, it is uncertain whether off-site mitigation in western Riverside County would be effective as a long-term mitigation strategy. For these reasons, no off-site mitigation/conservation is required for the conversion of Farmland to non-agricultural uses.

The payment of a mitigation fee or in-lieu fee is used as an option for mitigating various types of impacts from development projects. For purposes of mitigating agricultural resources, this would involve the payment of mitigation or in-lieu fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. Currently, there are no mitigation fee programs pursuant to the Mitigation Fee Act (*California Government Code*, Sections 66000 et seq.) that have been established for the purpose of developing agricultural conservation easements or other agricultural conservation programs in Riverside County, specifically western Riverside County. Payment of a mitigation fee is not an option to mitigate the impact from the IPT Perris DC II Project because: (1) there are currently no existing mitigation fee programs in place for the establishment of agricultural conservation easements or mitigation banks in western Riverside County; (2) it is unknown when such

programs will be developed; and (3) it is unknown how successful these programs will be due to the various constraints on the decreasing viability of ongoing agricultural productivity in western Riverside County. Further, the payment of any mitigation or in-lieu fee outside an established mitigation fee program is not required because the determination of an appropriate fee amount would be speculative, and such fee would not ensure that impacts to Farmland are mitigated.

Because avoidance or preservation of Farmland on or off the site are not viable options to mitigate the IPT Perris DC II Project's impact related to agricultural resources, the impact would be significant and unavoidable. To address the potential conversion of Farmland to non-agricultural use, the City is requiring that the project proponent offer the top 12 inches of agricultural soils from the western-half of Assessor Parcel No. 302-030-005 for relocation to a farm site or farm sites that have lower quality soils (refer to IPDC Final EIR mitigation measure MM 10-1 [Draft SEIR, page 4.10-3]). However, this mitigation measure does not preserve Farmland resources and would not reduce the impacts to agricultural resources to a less than significant level.

Although implementation of the IPT Perris DC II Project is consistent with ongoing planning efforts in the City, its contribution to the cumulative conversion of Farmland to non-agricultural uses in the City and the region is also significant and unavoidable.

The City makes Findings 1, 2, and 3 for these impacts.

IPDC Final EIR Mitigation Measures

MM 10-1 Following approval of the project, the project proponent shall offer, at cost, the top 12 inches of agricultural soils from the western-half of Assessor Parcel No. 302-030-005 for relocation to a farm site or farm sites that have lower quality soils. The cost includes all costs associated with the suitable replacement (in place) of the soil at the expansion site. Prior to issuance of a grading permit, the project proponent shall provide evidence to the City of Perris Planning Division that the on-site agricultural soils have been offered for purchase for a period of no less than 30 days.

Cumulative Conversion of Farmland to Non-Agricultural Use. Development in the County of Riverside and the City of Perris, including the PVCC Specific Plan area, would result in the cumulative conversion of agricultural uses and Farmland to a more urbanized, non-agricultural land uses. This is a continuing development trend currently occurring in the region. Although implementation of the Modified Project, Auxiliary Parking Option, and Completed Project is consistent with ongoing planning efforts in the City, the cumulative conversion of Farmland to non-agricultural uses in the City and the region is considered a significant impact. No mitigation is currently available that would reduce the Modified Project's or Auxiliary Parking Option's impact to a less than significant level. Therefore, a significant and unavoidable cumulative impact related to the conversion of Farmland to non-agricultural uses would occur, consistent with the conclusions of the IPDC Final EIR. No new significant cumulative impacts or increases in the severity of any previously identified significant cumulative impacts would occur (Draft SEIR, pages 4.10-6 and 4.10-7).

As concluded in the IPDC Final EIR for the Existing Project, Modified Project and Auxiliary Parking Option would result in a significant cumulative impact to Farmland related to the loss of Prime Farmland and the associated conversion of Farmland to non-agricultural uses on a City-and County-wide basis. There is no feasible mitigation and this impact is significant and unavoidable consistent with the conclusions of the IPDC Final EIR for the Existing Project.

Findings:

1. **Changes or alterations have been required in, or incorporated into, the IPT Perris DC II Project that avoids or substantially lessens the significant environmental effect as identified in the IPT Perris DC II Final SEIR.**
2. **Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the IPT Perris DC II Final SEIR.**
3. **Project and cumulative agricultural resource impacts from implementation of the IPT Perris DC II Project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Potential impacts on agricultural resources would be lessened by implementation of IPDC Final EIR mitigation measure MM 10-1 (Draft SEIR, page 4.10-4). However, cumulative impacts to agricultural resources due to the conversion of Farmland to non-agricultural uses would remain significant and unavoidable.

The City makes Findings 1, 2, and 3 for these impacts.

5.4 ALTERNATIVES TO THE IPT PERRIS DC II PROJECT

The Draft SEIR addresses the environmental effects of alternatives to the proposed IPT Perris DC II Project. A description of these alternatives, a comparison of their environmental impacts to the IPT Perris DC II Project, and the City's findings are listed below. These alternatives are compared against the IPT Perris DC II Project relative to the identified potential environmental impacts and to the Project Objectives, as stated in Section 2.3 of this document.

In making the following alternatives findings, the City of Perris certifies that it has independently reviewed and considered the information on alternatives provided in the IPT Perris DC II Draft SEIR, including the information provided in the comments on the Draft SEIR and the responses thereto.

5.4.1 ALTERNATIVE A: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Under the No Project/No Development Alternative, the Modified Project or Auxiliary Parking Option and associated parking, infrastructure, and landscaping improvements would not occur. No ground-disturbing activities would take place and the expansion site would remain undeveloped consistent with existing conditions (Draft SEIR, page 5-8).

Findings:

1. **The findings of the IPT Perris DC II Project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the IPT Perris DC II Project and the elimination of this alternative from further consideration.**

Facts in Support of Findings: The No Project/No Development Alternative is addressed in the Draft SEIR (pages 5-8 through 5-12; and page 5-24, Table 5-6, Comparison of Alternatives to the Proposed Modified Project). As identified, the No Project/No Development Alternative would avoid significant air quality (regional operational and cumulative), GHG emissions (cumulative), traffic (cumulative intersection, freeway segment and freeway ramp), and agricultural resources (project

and cumulative Farmland conversion) impacts, which would occur with implementation of the IPT Perris DC II Project. Additionally, because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the IPT Perris DC II Project for the following environmental topics would be avoided: aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and utilities and service systems.

The City of Perris General Plan land use and zoning designation for the expansion site is "Specific Plan" for the PVCC Specific Plan area. The PVCC Specific Plan designates the expansion site for General Industrial uses. Therefore, implementation of the No Project/No Development Alternative would not comply with existing zoning and land use designations for future development with industrial uses. Similarly, this alternative would not be consistent with goals and policies of the Land Use Element of the General Plan related to commerce and industry to provide jobs for residents at all economic levels. Therefore, land use impacts from the No Project/No Development Alternative would be greater than the Modified Project, Auxiliary Parking Option, a and Completed Project related to consistency with planning programs.

The No Project/No Development Alternative would not involve any development within the expansion site. This alternative would not attain any of the Project Objectives identified above in Section 2.3 of this document, including implementation of the PVCC Specific Plan and the City's General Plan goals and policies relevant to the expansion site and proposed industrial development on the site (Draft SEIR, page 5-12).

5.4.2 ALTERNATIVE 2: SINGLE 216,000-SF INDUSTRIAL BUILDING ALTERNATIVE

The purpose of the Single 216,000-sf Industrial Building Alternative is to identify a site development alternative that would not involve any changes to the Existing Project and, instead, proposes the development of the expansion site with a separate stand-alone industrial warehouse, as allowed under the PVCC Specific Plan. This Alternative would also have a smaller floor area than the Modified Project (273,000-sf industrial warehouse building), representing a reduced development alternative.

Under this alternative, the approximate 10.2-acre expansion site located west of the Existing Project would be developed with a stand-alone 216,000-sf industrial warehouse building. Office space could potentially be provided at any of the three building corners located along Markham Street and Webster Avenue. This stand-alone building would operate independently from the Existing Project. This alternative site plan complies with the maximum allowable lot coverage of 50 percent in the PVCC Specific Plan. The proposed building would have primary vehicle and truck access off Webster Avenue, with a secondary access for vehicles only on Markham Street. Twenty-five dock-hi stations, 29 trailer stalls, and 162 automobile stalls would be provided.

The architecture, landscape, hardscape, and lighting concepts would be consistent with the Standards and Guidelines identified in the PVCC Specific Plan. It is also assumed that required utility infrastructure connections and roadway improvements on adjacent streets would occur with this alternative, similar to the Modified Project and Auxiliary Parking Option. With respect to utility connections, it is expected that the stand-alone industrial building would connect to the sewer line in Nance Street and would use the storm drain line installed as part of the Existing Project to serve development on the expansion site. Potable and recycle water would be provided via connections to existing lines in adjacent roadways (Draft SEIR, page 5-12).

Findings:

- 1 . The findings of the IPT Perris DC II Project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the IPT Perris DC II Project and the elimination of this alternative from further consideration.**

Facts in Support of Findings: This alternative is analyzed on pages 5-15 through 5-22 of the Draft SEIR. This alternative would reduce construction related impacts (e.g, air quality emissions and noise impact to residences south of Markham Street, as well as the long-term traffic generation, which would also reduce operational air quality and GHG emissions). However, as discussed below, this alternative would not reduce the amount of Prime Farmland converted to non-agricultural uses.

Due to the reduction in building size and reduction in associated trip generation, the total operational air quality and GHG emissions (which include area, energy, and mobile sources) with this alternative would be reduced compared to the Modified Project (refer to Table 5-3 on page 5-16 of the Draft SEIR). As with the Modified Project, operational regional emissions generated would not exceed the SCAQMD CEQA significance threshold for NOx. Long-term impacts to sensitive receptors including health risk would also be less than significant with this alternative. As with the Modified Project and Auxiliary Parking Option, this alternative would not conflict with the SCAQMD Air Quality Management Plan (AQMP).

Under this alternative, the stand-alone 216,000-sf building would not be affiliated with the Existing Project; therefore, it is not appropriate to consider a Completed Project involving this alternative and the Existing Project. Therefore, the significant and unavoidable impacts associated with operational air quality impacts and cumulative long-term air quality impacts that would result from the Completed Project would not occur with this alternative. While the 216,000-sf building would not result in significant project or cumulative operational air quality impacts, for purposes of this analysis it is important to acknowledge that the pollutant emissions from the Existing Project would continue to be generated.

Similarly, this alternative would also generate less long-term GHG emissions compared to the Modified Project, and GHG emissions would be less than significant. Since the 216,000-sf building would operate independently of the Existing Project, this alternative would not result in significant project or cumulative operational GHG impacts.

Cumulative traffic impacts that result from the Modified Project would still occur with this alternative. While there would be fewer trips generated, cumulative traffic impacts under this alternative would remain significant and unavoidable even with mitigation because: (1) the City of Perris cannot undertake or require improvements outside its jurisdiction, including on state facilities under Caltrans jurisdiction, and/or (2) the City cannot guarantee that intersection and improvements that are not included in an established fee program would be constructed.

The project-level and cumulative impacts to agricultural uses would not be reduced under this alternative; they would still be significant and unavoidable because Prime Farmland on the expansion site would be converted to non-agricultural uses.

Similar or reduced impact levels would occur with this alternative compared to the Modified Project for the remaining topical issues.

The Single 216,000-sf Industrial Building Alternative would attain the Project Objectives related to implementation of the PVCC Specific Plan, minimizing conflicts to the Existing Project and the surrounding existing and planned uses, taking advantage of the area's close proximity to various freeways and existing and planned transportation corridors, and phased and orderly development. However, the limited size of the warehouse building under this alternative would not accommodate a large-scale, state-of-the-art, Class A high-cube warehouse/distribution center. This would likely limit the types of users that would lease and operate the building at the expansion site. Therefore, while this alternative would attain the Project Objective to provide a warehouse/distribution center, it would not address unmet demands associated with a large-scale warehouse/fulfillment center. Also, it would not attain the employment generation of the Modified Project to the same extent (Draft SEIR, pages 5-21 and 5-22).

SECTION 6.0 CERTIFICATION OF THE FINAL SEIR

The Planning Commission declares that no new significant information as defined by the CEQA Guidelines, Section 15088.5, has been received by the Planning Commission after circulation of the IPT Perris DC II Draft SEIR that would require recirculation. The Planning Commission certifies the IPT Perris DC II Final SEIR based on the findings and conclusions discussed below.

6.1 FINDINGS

The IPT Perris DC II Project would have the potential for creating significant adverse impacts. As described in Section 5.3 of this document, significant adverse impacts which cannot be mitigated to a level of insignificance after mitigation include: operational air quality emissions from the Completed Project (NO_x); cumulative air quality emissions from the Completed Project (NO_x); cumulative GHG emissions from the Completed Project; cumulative transportation/traffic (intersections, freeway segments and freeway ramps) from the Modified Project, Auxiliary Parking Option, and Completed Project; and project-level and cumulative agricultural resources impacts (conversion of Farmland to non-agricultural uses) from the Modified Project and Auxiliary Parking Option. With the exception of certain freeway-related traffic impacts identified in Section 5.3.3., these significant adverse environmental impacts would be the same as those identified in the IPDC Final EIR. Significant impact will require mitigation, as feasible, as set forth in the Findings.

6.2 CONCLUSIONS

1. Except as to those impacts stated above relating to air quality, GHG emissions, transportation/traffic, and agricultural resources, all other significant environmental impacts from the implementation of the Modified Project, Auxiliary Parking Option, and Completed Project have been identified in the IPT Perris DC II Final SEIR and, with implementation of the identified project design features and mitigation measures, will be mitigated to a level considered less than significant.
2. Alternatives to the IPT Perris DC II Project, which could potentially achieve the basic objectives of the IPT Perris DC II Project, have been considered and rejected in favor of the IPT Perris DC II Project.
3. Environmental, economic, social, and other considerations and benefits derived from the Modified Project, Auxiliary Parking Option, and Completed Project override and make infeasible any alternatives to the IPT Perris DC II Project or further mitigation measures beyond those incorporated into the Modified Project, Auxiliary Parking Option, and Completed Project.

SECTION 7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

7.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines provide in part the following:

- a) CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- b) Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or 15091(a)(3) of the State CEQA Guidelines.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the State CEQA Guidelines).

The Planning Commission, having reviewed and considered the information contained in the Final SEIR for the IPT Perris DC II Project, Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on the IPT Perris DC II Project.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

Although all potential project impacts have been substantially avoided or mitigated as described in the preceding findings, there is no complete mitigation for the following impacts. These impacts are considered significant and unavoidable.

- **Operational Air Quality Impact.** Maximum daily emissions from the Modified Project and Auxiliary Parking Project alone would not exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds; however, the Completed Project would exceed the SCAQMD threshold for nitrogen oxides (NO_x) and cannot be effectively reduced to a level below SCAQMD thresholds. Therefore, even with implementation of the mitigation measures, this impact would be significant and unavoidable, consistent with the conclusions of the Integra Perris Distribution Center (IPDC) Final EIR for the Existing Project.
- **Cumulative Air Quality Impact.** Long-term NO_x emissions from mobile sources from the Modified Project and Auxiliary Parking Option alone would not exceed SCAQMD thresholds for operations; however, the operations threshold for NO_x emission would be exceeded with the Completed Project. Because NO_x is an ozone (O₃) precursor, this could also result in additional violations of the State and federal O₃ standards. O₃ is a nonattainment pollutant for the South Coast Air Basin. No additional mitigation measures are feasible beyond those identified that would reduce the project’s NO_x emissions to a less than significant level. Therefore, this impact would be cumulatively considerable and significant consistent with the conclusions of the IPDC Final EIR for the Existing Project.

- **Cumulative Greenhouse Gas Emissions.** Greenhouse gas (GHG) emissions from the Modified Project and Auxiliary Parking Option alone would not exceed the SCAQMD's recommended 10,000 million tons of carbon dioxide equivalent per year (MTCO₂e/yr) screening threshold for industrial projects. However, the Completed Project would exceed the SCAQMD recommended threshold for industrial projects. No additional mitigation measures are feasible beyond those identified that would reduce the project's GHG emissions to a less than significant level. Therefore, this impact would be cumulatively considerable and significant and unavoidable, consistent with the conclusions of the IPDC Final EIR for the Existing Project.
- **Cumulative Traffic Impacts.** While the Modified Project and Auxiliary Parking Option would not result in direct traffic impacts, the Modified Project, Auxiliary Parking Option, and Completed Project would result in significant and unavoidable cumulative impacts at the following intersections, freeway segments and ramps:

Intersections

- **I-215 Northbound Ramps/Harley Knox Boulevard:** The required improvements are covered by an existing adopted traffic mitigation fee program; however, this intersection is under Caltrans' jurisdiction and the City of Perris cannot require Caltrans to approve implementation of the mitigation measures and cannot construct these improvements without Caltrans approval.
- **I-215 Southbound Ramps/Harley Knox Boulevard:** The required improvements are covered by an existing adopted traffic mitigation fee program; however, this intersection is under Caltrans' jurisdiction and the City of Perris cannot require Caltrans to approve implementation of the mitigation measures and cannot construct these improvements without Caltrans approval.
- **Western Way/Harley Knox Boulevard:** The required improvements are not covered by an existing adopted traffic mitigation fee program. Payment of an additional fee or fair share payment does not ensure improvements would be constructed.

The significant and unavoidable cumulative impacts at the intersections for I-215 Northbound Ramps/Harley Knox Boulevard and Western Way/Harley Knox Boulevard were identified in the IPDC Final EIR. The cumulative intersection impact at the I-215 Southbound Ramps/Harley Knox Boulevard is a new significant impact not previously identified.

Freeway Mainline Segment

These freeway segments are under Caltrans' jurisdiction and the City of Perris cannot require that Caltrans implement the needed improvements. There is no feasible mitigation that can be implemented by the Project Applicant or the City of Perris.

- **I-215 Freeway Southbound:** North and South of Harley Knox Boulevard
- **I-215 Freeway Northbound:** North and South of Harley Knox Boulevard

With the exception of the northbound segment of I-215 south of Harley Knox Boulevard, these significant and unavoidable cumulative freeway segment impacts were identified in the IPDC Final EIR.

Freeway Merge/Diverge Analysis

These freeway ramps are under Caltrans' jurisdiction and the City of Perris cannot require that Caltrans implement the required improvements. There is no feasible mitigation that can be implemented by the Project Applicant or the City of Perris.

- **I-215 Freeway Southbound:** On- and Off-Ramps at Harley Knox Boulevard
- **I-215 Freeway Northbound:** On- and Off-Ramps at Harley Knox Boulevard

With the exception of the I-215 northbound off-ramp at Harley Knox Boulevard, these significant and unavoidable cumulative freeway ramp impacts were identified in the IPDC Final EIR.

- **Conversion of Farmland to Non-Agricultural Use.** As with the Existing Project, the Modified Project and Auxiliary Parking Option would result in a significant impact to Farmland related to the loss of Prime Farmland and the associated conversion of Farmland to non-agricultural uses. There is no feasible mitigation, and this impact is significant and unavoidable consistent with the conclusions of the IPDC Final EIR for the Existing Project.
- **Cumulative Conversion of Farmland to Non-Agricultural Use.** As with the Existing Project, the Modified Project and Auxiliary Parking Option would result in a significant cumulative impact to Farmland related to the loss of Prime Farmland and the associated conversion of Farmland to non-agricultural uses on a City- and County-wide basis. There is no feasible mitigation, and this cumulative impact is significant and unavoidable consistent with the conclusions of the IPDC Final EIR for the Existing Project.

Details of these significant unavoidable adverse impacts were discussed in the Final SEIR and are summarized, or were otherwise provided in Section 5.3, Environmental Effects Which Remain Significant and Unavoidable after Mitigation and Findings, in this document.

7.3 OVERRIDING CONSIDERATIONS

To the extent that the significant effects of the proposed IPT Perris DC II Project are not avoided or substantially lessened to below a level of significance, the City of Perris Planning Commission, having reviewed and considered the information contained in the IPT Perris DC II Final SEIR and the public record, and having balanced the benefits of the IPT Perris DC II Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. These overriding considerations are consistent with those identified for the Existing Project, as stated in the *Statement of Facts and Findings and Statement of Overriding Considerations Regarding the Environmental Effects for the Integra Perris Distribution Center Project*, which remain applicable. The Planning Commission finds that any one of these benefits standing alone would be sufficient to sustain the Statement of Overriding Considerations.

1. **The City of Perris finds that all feasible mitigation measures have been imposed to lessen the IPT Perris DC II Project's impacts to less than significant levels. Furthermore, the City of Perris finds that alternatives to the IPT Perris DC II Project are infeasible because, while they have similar or fewer environmental impacts,**

they do not provide the benefits of the IPT Perris DC II Project, or they are otherwise socially or economically infeasible when compared to the IPT Perris DC II Project, as described in the Statement of Facts and Findings.

With the exception of air quality, GHG emissions, traffic, and agricultural resource impacts, based on the analysis presented in the IPT Perris DC II Final SEIR, potential project impacts are adequately reduced to less than significant levels through implementation of the identified PVCC Specific Plan EIR and IPDC Final EIR mitigation measures, and project design features. The Modified Project and Auxiliary Parking Option would result in significant and avoidable cumulative traffic impacts, and project and cumulative agricultural resource impacts. The Completed Project would result in significant unavoidable operational and cumulative air quality impacts, cumulative GHG emissions impacts, and cumulative traffic impacts. For the impacts found to be significant and unavoidable, mitigation is identified to the extent feasible. The following sections of the Draft SEIR identify why each impact cannot be fully mitigated to a less than significant level: Section 4.2, Air Quality; Section 4.4, GHG Emissions; Section 4.8, Traffic and Circulation; Section 4.10, Agricultural Resources; and Section 6.2, Significant Environmental Effects that Cannot be Avoided if the Proposed Project is Implemented.

The significant and unavoidable project-level and cumulative air quality impacts resulting from the Completed Project are associated with NO_x emissions resulting from the Existing Project's and the Modified Project's mobile sources (vehicular emissions). There is no feasible mitigation to reduce these impacts to a less than significant level. This is further discussed in Response to Comment E-16 and Response to Comment G-2 in the IPDC Final EIR. The Single 216,000-sf Industrial Building Alternative would not be operated with the Completed Project, and thus, would avoid the Completed Project's operational and cumulative air quality impacts. However, the Existing Project would continue to generate NO_x emissions that would be significant and unavoidable. This is further discussed in Section 5.4.2, Alternative B: Single 216,000-sf Industrial Building, of the Draft SEIR. Elimination of these significant impacts would require reducing the number of vehicle trips through the elimination of the Modified Project (as discussed under the No Project/No Development Alternative) or a reduction in operations of the Existing Project. Consideration of any alternative that does not include continued operation of the Existing Project is not appropriate or required.

The Completed Project's significant and unavoidable cumulative GHG emissions impact is primarily associated with GHG emissions from mobile sources. Because the Completed Project's GHG emissions exceed SCAQMD's 10,000 MTCO₂e/yr screening threshold, the impact would be cumulatively considerable and significant. In addition to project design features PDF 4-1 and PDF 4-2, PVCC Specific Plan EIR mitigation measures MM Air 11, MM Air 13, MM Air 14, MM Air 19 and MM Air 20 and IPDC Final EIR mitigation measures MM 2-3 through MM 2-14 are required to reduce GHG emissions. There are no additional feasible mitigation measures that would reduce the Completed Project's cumulative impacts related to GHG emissions to a less than significant level. The Single 216,000-sf Industrial Building Alternative would not be operated as part of the Completed Project, and thus, would avoid the Completed Project's operational and cumulative GHG impacts. However, the Existing Project would continue to generate GHG emissions, which exceed the SCAQMD screening threshold. As with air quality impacts, elimination of these significant GHG impacts would require reducing the number of vehicle trips through the elimination of the Modified Project (as discussed under the No Project/No Development Alternative), or reducing operations at the Existing Project, which is not appropriate or required.

The Modified Project and Auxiliary Parking Option would not result in any significant direct (project-specific) traffic impacts. However, the Completed Project's cumulative traffic impacts (with the Modified Project or Auxiliary Parking Option) remain significant and unavoidable for one or more of the following reasons, as further discussed below: (1) the intersection or freeway facility is under the jurisdiction of another agency (e.g., California Department of Transportation [Caltrans]) and the City of Perris cannot require that agency to approve and implement physical improvements (planned or other) and cannot implement the improvements without Caltrans' approval; and/or (2) the identified non-program improvements that are needed for the Western Way/Harley Knox Boulevard intersection to operate at an acceptable level of service (LOS) are not covered by an existing adopted traffic mitigation fee program, and payment of an additional fee (as required by IPDC Final EIR mitigation measure MM 8-1) does not ensure that the physical improvements would ultimately be constructed.

As identified in the analysis presented under Thresholds 8.1 and 8.2 in Section 4.8, Traffic and Circulation, of the Draft SEIR, the Project Applicant is required to pay fees as required by established traffic mitigation fee programs including the North Perris Road and Bridge Benefit District (NPRBBD), which includes the Transportation Uniform Mitigation Fee (TUMF) and City Development Impact Fee (DIF). The payment of the required fees for these established programs would reduce the traffic impacts from the Completed Project, but not to a less than significant level.

Although the City of Perris makes every effort to ensure that needed non-program improvements are constructed prior to that time at which the LOS is forecasted to fall below the performance levels established by the City and to ensure that significant impacts are avoided, the additional fee payment policy under IPDC Final EIR mitigation measure MM 8-1 (further discussed in Section 4.8, Traffic and Circulation, of the Draft SEIR) is not an established traffic mitigation fee program, does not identify the timing of the implementation of specific improvements, and does not guarantee that specific roadway or intersection improvements would be constructed. Additionally, there is no certainty that the City would be able to obtain sufficient funding through the additional fee payment policy to implement the needed physical improvements. Therefore, while the payment of the additional local fee ensures that project developers, including the Project Applicant, have paid their "fair share" toward non-program improvements needed to mitigate cumulative impacts, it would not reduce cumulative traffic impacts to a less than significant level.

The Completed Project's cumulative impacts to intersections, freeway mainline segments, and freeway ramps would only occur in the Opening Year Cumulative (2020) Condition. Improvements to the I-215 (intersections, freeway segments and ramps) can reduce impacts; however, these physical improvements would require approval from Caltrans. The City of Perris cannot require Caltrans to approve implementation of mitigation measures and cannot construct planned or other improvements without Caltrans approval. The City of Perris has no control over State facilities, including the timing or implementation of freeway segment, intersection and ramp improvements. There are no further improvements or mitigation that can be imposed upon the proposed Modified Project or Auxiliary Parking Option to mitigate its incremental cumulative contribution to significant impacts to I-215 under Opening Year Cumulative (2020) traffic conditions. Therefore, these impacts would be significant and unavoidable.

The Single 216,000-sf Industrial Building Alternative would not avoid the cumulative traffic impacts resulting from the Completed Project. Elimination of the significant impacts would require reducing the number of vehicle trips through the elimination of the Modified Project

(as evaluated under the No Project/No Development Alternative, discussed in Section 5.4.1 of the Draft SEIR), or reducing operations at the Existing Project. Consideration of any alternative that does not include continued operation of the Existing Project is not appropriate or required. (refer to the Traffic-Related Avoidance Alternative in Section 5.2, Alternatives Considered but not Carried Forward for Detailed Analysis, of the Draft SEIR).

The Modified Project's and Auxiliary Parking Option's significant and unavoidable project and cumulative impacts on agricultural resources are due to the loss of Prime Farmland and the associated conversion of Farmland to non-agricultural uses on the proposed expansion site. IPDC Final EIR mitigation measure MM 10-1 would be implemented to improve other Farmland but would not mitigate the Modified Project's and Auxiliary Parking Option's impacts to less than significant levels. As discussed in Section 5.3.4 of this document, there is no feasible mitigation, including conservation or payment of a mitigation fee for conservation, to reduce these impacts to a less than significant level. The 216,000-sf Industrial Building Alternative would not avoid this significant impact. Under a Farmland Avoidance Alternative, elimination of these significant impacts would require development of only the eastern portion of the expansion site that is not currently designated as Prime Farmland (refer to Section 5.2, Alternatives Considered but not Carried Forward for Detailed Analysis, of the Draft SEIR). While this alternative would avoid significant and unavoidable Farmland impacts resulting from the Modified Project and Auxiliary Parking Option, it would be inconsistent with the City's General Plan land use designations, goals and policies, zoning, and the PVCC Specific Plan as it relates to planned urban land uses in the project area and the Existing Project site and expansion site. Further, it would not avoid traffic-related impacts associated with the Completed Project (traffic, air quality, and GHG emissions).

- 2. The IPT Perris DC II Project is consistent with and will contribute to achieving the goals and objectives established by the Perris General Plan and the Perris Valley Commerce Center (PVCC) Specific Plan. Implementing the City's General Plan as a policy is a legal and social prerogative of the City.**

As noted in Section 4.6, Land Use and Planning, of the Draft SEIR, the Modified Project, Auxiliary Parking Option, and Completed Project are consistent with Specific Plan land use designation of General Industrial, would implement the PVCC Specific Plan on the expansion site, and no change to the sites' existing land use designation or zoning is required. Table 4.8-B of the PVCC Specific Plan EIR addresses the consistency of the PVCC Specific Plan with the identified goals, policies and measures of the City's General Plan. The PVCC Specific Plan EIR concludes that implementation of the PVCC Specific Plan, of which the Existing Project site and the expansion site are a part, would not result in inconsistencies with the General Plan goals and policies. Further, they are consistent with the intent of the PVCC Specific Plan "to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris".

The Modified Project and Auxiliary Parking Option are also consistent with the General Plan land use designation (Specific Plan) for the Existing Project site and expansion site. Table 4.6-2, Consistency with City of Perris General Plan Goals and Policies, of the IPDC Final EIR addresses the Existing Project's consistency with the goals and policies applicable to General Industrial uses, as outlined in the City's General Plan. As identified through this consistency analysis, the Existing Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Modified Project and Auxiliary Parking Option are an extension of the Existing Project and

would involve the construction and operation of the same types of use. Thus, the consistency analysis conducted for the Existing Project, as presented in the IPDC Final EIR, remains applicable to the proposed Modified Project, Auxiliary Parking Option, and Completed Project. Notably, they specifically implement Goal III of the Land Use Element which is "Commerce and industry to provide jobs for residents of all economic levels" and Policy III.A which is "Accommodate diversity in the local economy".

No conflict with the Perris General Plan and PVCC Specific Plan would occur with implementation of the Modified Project Auxiliary Parking Option or Completed Project.

- 3. Development and construction of the IPT Perris DC II Project will create both temporary and permanent on-site jobs and will indirectly support local and regional jobs. Additionally, construction spending will create a one-time stimulus to the local and regional economies. Once the Modified Project is constructed, the Completed Project will ultimately spur the creation of both local and regional jobs, and there would be additional output and earnings to the local and regional economies.**

Temporary construction and long-term operational jobs created by the Modified Project would result in increased spending throughout the region, including in the City of Perris. It is anticipated that annual personal earnings would increase through the generation of new jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an ongoing increase in output and earnings associated with permanent jobs. The anticipated economic benefits associated with the creation of jobs are listed below.

It was estimated that during the construction phase of the Existing Project, approximately 245 direct jobs would be created that would support 300 indirect jobs in the City and 470 indirect jobs in the economic region. Additionally, over the construction period, construction spending would add revenue to local and regional output. Construction spending would also increase local earnings and regional earnings. Although smaller in size, during the construction phase of the Modified Project, direct jobs would be created that would support indirect jobs in the City and the economic region. Additionally, over the construction period, construction spending would add revenue to local and regional output. Construction spending would also increase local earnings and regional earnings.

In the Statement of Facts and Findings and Statement of Overriding Considerations Regarding the Environmental Effects for the Integra Perris Distribution Center Project, the Existing Project was estimated to create 345 new on-site jobs and have estimated annual revenue of approximately \$9.7 million. The 345 new jobs were estimated to support 424 indirect jobs in the City and 537 jobs in the economic region. The revenue generated from the development was estimated to add approximately \$13.7 million to the local economy and approximately \$17.3 million to the regional economy. Additionally, local earnings would increase by approximately \$4.5 million and regional earnings would increase by approximately \$5.7 million.

As presented in Section 6.1.12, Population and Housing, of the Draft SEIR, the Existing Project currently employs approximately 350 individuals and is expected to ultimately employ up to 550 individuals. After construction, it is estimated that the Modified Project would create approximately 200 new on-site jobs. Using the factors applied to the Existing Project, the 200 new jobs would support 246 indirect jobs in the City and 311 jobs in the economic region. The Modified Project would result in a proportional increase in annual revenue for the local and regional economy.

- 4. The IPT Perris DC II Project will contribute towards maximizing employment opportunities in the City to improve the jobs-housing balance and to reduce systemic unemployment within the City. Jobs for residents at a variety of income levels will be provided.**

There are numerous methodologies for estimating employment generation from individual projects. As identified in Section 6.1.12, Population and Housing, of the Draft SEIR, it is estimated the Modified Project would generate approximately 200 new jobs. This employment estimate is based on the current use and employment at the Existing Project. Development of the Modified Project would result in the creation of new jobs in the City, which would be an increase over existing conditions since no employment opportunities currently exist on the undeveloped expansion site. This increase in jobs would be an overall benefit to the local and regional economy, as discussed above under Item 3 above.

Based on the most recent adopted growth forecast data from the Southern California Association of Governments (SCAG)², the estimated 2012 jobs-to-housing ratio for the City of Perris is 0.91. In 2020, the future jobs-to-housing ratio for the City is projected to be 1.06 and, in 2040, would be 0.98 (SCAG 2016). The jobs-to-housing ratio refers to the ratio of housing units and jobs in an area. Because these ratios are 1.0 and below, they indicate that the City of Perris is "jobs poor". Therefore, the provision of additional jobs by maximizing employment on the expansion site would support a better jobs-to-housing ratio and would reduce unemployment in the City.

New jobs associated with the Modified Project are expected to include both manual occupations (e.g., trucking, dock work, and freight handling) and other office-based occupations (e.g., logistics, sales, management, and freight forwarding). Both manual and office-based occupations have the potential to pay relatively high wages, thereby contributing to the provision of jobs for a variety of income levels. Additionally, as discussed previously in the discussion for Item 3 above, the Modified Project would generate short-term construction-related and long-term operational jobs.

- 5. The IPT Perris DC II Project will provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead. Once construction is completed, the Completed Project will annually generate additional City revenue. This increased revenue from the Completed Project will be driven by indirect sales tax, property tax, and business license fees.**

Consistent with the other industrial development in the PVCC Specific Plan area, the Modified Project and Completed Project would have a positive fiscal impact on the City of Perris through construction of the Modified Project and operation of the Completed Project throughout the life of the Completed Project. As noted above in the discussion for Item 3, the construction and development of the expansion site would produce a temporary economic stimulus as a result of one-time construction-related spending in the form of one-time development fees. These fees include city fees, school fees, sewer and water fees, and permit fees. In addition to the one-time payment of fees, property taxes and indirect sales taxes would be collected and paid to the City of Perris. During the operational phase of the Completed Project, additional revenues will be paid to the City in the form of property taxes, indirect sales tax, and business license fees.

² Southern California Association of Governments (SCAG). Adopted 2016-2040 RTP/SCS Growth Forecast by Jurisdiction. Los Angeles, CA: SCAG
http://scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf.

6. The IPT Perris DC II Project will help meet the existing demand for high-quality, large-scale, Class A high cube warehouse/distribution center within a geographic area that allows for access to a multi-modal transportation system.

As described in Section 3.6, Project Components, of the IPDC Final EIR, large-scale, Class A high-cube warehouse/distribution centers in the Inland Empire Market are generally greater than 500,000 square feet (sf) in size with a land coverage ratio of approximately 50 percent. There continues to be a demand for very large distribution centers (buildings between 600,000 and over 1,200,000 square feet). It should be noted that the existing tenant at the IPT Perris DC has the option and is considering the expansion of the existing facility.

In addition to the design criteria for an operationally efficient Class A high-cube warehouse/distribution center, the demand for large-scale distribution centers is largely because of the greater variety of products, larger stock inventories, inventory-handling systems, and needed space for packing, shipping, returns processing, and restocking. The proposed Modified Project and Completed Project have been designed to maximize the size of the IPT Perris DC, taking into consideration site constraints and development standards outlined in the PVCC Specific Plan.

The increasing demand for industrial space in the Inland Empire is also marked by relatively low vacancy rates of 9.3 percent in 2008, decreasing to 4.6 percent in 2014³, and further decreasing to 3.7 percent in the fourth quarter of 2018⁴. The national vacancy rate for warehouse/distribution centers is estimated at approximately 5 percent in 2018.⁵ This demand can be attributed to internet sales/e-commerce fulfillment; supply-chain efficiencies; the area's location near major population centers, ports and major freeways; lower land and labor costs; lower capital outlay required for industrial development; and land size availability.

Access to efficient modes of transportation is also critical in the success of a large industrial warehouse facility. The Modified Project's, Auxiliary Parking Option's, and Completed Project's location within the City of Perris in the Inland Empire would provide access to a full range of transportation infrastructure. The Inland Empire geographic region, including the City of Perris, is served by a large freeway system that connects to points within and outside the region, including the San Bernardino Freeway (I-10), which acts as a transcontinental highway connecting Los Angeles to the rest of the nation, as well as I-210, I-215, I-15, SR-60, SR-71, and the 241 Toll Road, which connects to SR-91. Truck traffic is able to load and unload goods at the Los Angeles and San Bernardino BNSF Intermodal Container Facilities, which are rail hubs that allow for the efficient transfers of international and domestic cargo to and from trains and trucks. Additionally, the Existing Project site and expansion site are located near two international airports: Ontario International Airport and Los Angeles International Airport, and to the Ports of Los Angeles and Long Beach. All of these facilities are critical in the movement of freight throughout Southern California and support the demand for warehouse facilities.

These factors were taken into consideration by the City of Perris in its decision to establish the Perris Valley Commerce Center (PVCC) Specific Plan. As identified in Section 1.1 of the PVCC Specific Plan, "The Perris Valley Commerce Center Specific Plan area and its surroundings are in transition from land use as an undeveloped agricultural

³ CBRE, Inc. 2014. Inland Empire Industrial Market View – Q3 2014.

⁴ CBRE, Inc. 2018. Inland Empire Industrial Market View – Q4 2018.

⁵ Cushman and Wakefield, Inc. 2019. 2019 North American Industrial Outlook.

area to a modern-day commerce center providing for the needs of an ever-expanding regional market... The area offers convenient access to a multi-directional freeway system via Interstate-215 traveling north and south, and State Route-60 traveling east and west.” As demonstrated through the PVCC Specific Plan land use designations (shown on Figure 2.0-1 of the PVCC Specific Plan and Exhibit 4.6-2 of the IPDC Final EIR), the Specific Plan area is primarily designated for General Industrial uses. With the approval of the PVCC Specific Plan in January 2012, the City of Perris made the decision to provide, among other uses, high quality industrial uses in this area of the City, thereby accommodating the anticipated demand for this type of use in the region.

7. The IPT Perris DC II Project will provide infrastructure improvements required to meet the Modified Project’s, Completed Project’s, and vicinity needs in an efficient and cost-effective manner.

The PVCC Specific Plan includes an Infrastructure Plan, which identifies the utility infrastructure necessary to serve the allowed development within the PVCC Specific Plan area. Each individual development, including the Modified Project, and Auxiliary Parking Option, and Completed Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the Modified Project and Auxiliary Parking Option are described in Utility Infrastructure in Section 3.4, Proposed Development, of the Draft SEIR.

Additionally, as described in Section 3.4, Proposed Development and Section 4.8, Traffic and Circulation, of the Draft SEIR, the Modified Project and Auxiliary Parking Option would include roadway and driveway improvements along Webster Avenue and Markham Street to accommodate the circulation needs of the Modified Project, Auxiliary Parking Option, and Completed Project. These improvements would also provide a circulation benefit to other developments in the area. It should also be noted that improvements to Markham Street and Webster Avenue will be made with the Modified Project and Auxiliary Parking Option to provide access to the expansion site (refer to project design feature PDF 8-1). The environmental impacts associated with these improvements have been evaluated in the Draft SEIR. In addition to the construction of roadway improvements, the project developer would pay applicable traffic mitigation fees (e.g., North Perris Road and Bridge Benefit District [NPRBBD] fees) that would fund additional traffic improvements to General Plan roadways in the project area and would go toward the maintenance of roadway infrastructure in the PVCC Specific Plan area.

Although significant impacts will remain, the City of Perris will mitigate any significant adverse impacts to air quality, GHG emissions, transportation/traffic, and agricultural resources to the maximum extent practicable. In its decision to approve the IPT Perris DC II Project, the City of Perris Planning Commission has considered the Modified Project’s and Auxiliary Parking Option’s benefits to outweigh the environmental impacts.

4.3 MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Aesthetics	<p>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area during construction.</p> <p>Applicable IPDC Final EIR Mitigation Measures</p> <p>MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that: (1) the construction staging area shall be located as far as possible from the designated residential neighborhood south of Markham Street to minimize light intrusion; and (2) any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.</p>	Prior to issuance of a grading permit Periodic site inspections during construction	Review and approval of Contractor Specifications	City of Perris Development Services Department Building Division			
Air Quality	<p>Violate air quality standard or contribute to an existing or projected air quality violation during construction.</p> <p>Applicable PVCC Specific Plan EIR Mitigation Measures</p> <p>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 streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p>	Prior to issuance of a grading permit	Approval of required traffic control plan	City of Perris Engineering Administration Division			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IP/DC Final EIR Mitigation Measures, Applicable IP/DC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>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:</p> <ul style="list-style-type: none"> 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 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 portions 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 PM10 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, replacement of ground cover in disturbed areas as quickly as possible. 	Prior to issuance of a grading permit	Submittal of dust control plan approved by the SCAQMD or other sufficient proof of compliance with Rule 403	City of Perris Planning Division City of Perris Engineering Division			
	<p>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.</p>	Prior to issuance of building and grading permits	Confirmation that building and grading permits include required restriction	City of Perris Development Services Department Building Division			
	<p>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.</p>	Prior to issuance of a grading permit	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>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 USEPA 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.</p>	Prior to issuance of a grading permit	Confirmation that these requirements are included in Contractor Specifications and project construction documents	City of Perris Development Services Department Building Division			
	<p>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.</p>	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic review of equipment maintenance records and equipment design specifications data sheets by City	City of Perris Development Services Department Building Division			
	<p>MM Air 8 Each individual implementing development project shall apply paints using either high volume low pressure (HVLV) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.</p>	During construction	Confirmation that this requirement is included in Contractor Specifications	City of Perris Development Services Department Building Division			
	<p>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.</p>	Periodic site inspections during construction	Confirmation that this requirement is included in Contractor Specifications	City of Perris Development Services Department Building Division			
IPDC Final EIR Mitigation Measure							
	<p>MM 2-1 Prior to issuance of a grading permit, the project proponent shall provide evidence to the City of Perris Building Department that construction documents require the construction contractors to implement one of the measures listed below. The contractor shall comply</p>	Prior to issuance of a grading permit	Confirmation that these requirements are included in	City of Perris Development Services Department			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>with the identified requirements, and verification that the contractor has complied shall be confirmed by the Building Department during construction.</p> <ul style="list-style-type: none"> All diesel-powered scrapers used during the grading phase shall meet Tier 4 final off-road emissions standards. A copy of each unit's certified Tier specification shall be provided to the City of Perris Building Department at the time of mobilization of each applicable unit of equipment. All diesel haul trucks used for soil import shall be 2010 model year or newer. If it is determined that 2010 model year or newer diesel trucks cannot be obtained, the contractor and subcontractors shall use trucks that meet U.S. Environmental Protection Agency (USEPA) 2007 model year nitrogen oxide (NOx) emissions requirements. Alternatively, the project proponent may select a combination of Tier 4 scrapers and diesel haul trucks with low NOx engines. For this option, the project proponent shall provide emissions calculations to the City of Perris Building Department confirming that NOx emissions during the grading and soil import phase would not exceed 100 pounds per day. 	During construction	Contractor Specifications	Building Division			
	<p>Applicable PVCC Specific Plan EIR Mitigation Measures</p> <p>MMI 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.</p>	Prior to issuance of certificate of occupancy and periodically after development	Confirmation that this requirement is included in Contractor Specifications Inspection to confirm signage posted	City of Perris Development Services Department Building Division			
Violate air quality standard or contribute to an existing or projected air quality violation during operation.							

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>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], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.</p>	Prior to certificate of occupancy for buildings and tenant improvements	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices	City of Perris Development Services Department Planning and Building Divisions			
	<p>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.</p>	Prior to certificate of occupancy	Confirmation during plot plan review that parking spaces have been designated for high-occupancy vehicles and ride-sharing vans	City of Perris Development Services Department Planning and Building Divisions			
	<p>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 requirements 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.</p>	Prior to issuance of building permits	Submission of a Title 24 worksheet with building plans	City of Perris Development Services Department Building Division			
Applicable IPDC Final EIR Mitigation Measures							
	<p>MM 2-3 Prior to the issuing of each building permit, the project proponent and its contractors shall provide plans and specifications to the City of Perris Building Department demonstrating that each project building is designed for passive heating and cooling, and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights. Proof of compliance shall be provided to the City of Perris Building Department prior to the issuance of occupancy permits.</p>	Prior to the issuance of each building permit	Confirmation that each project building is designed for passive heating and cooling, and is designed to include natural light	City of Perris Development Services Department Building Division			
	<p>MM 2-4 Prior to the issuing of each building permit, the project proponent and its contractors shall provide plans and specifications to the City of Perris Building Department demonstrating that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped so that electrical equipment may be used for landscape maintenance. Proof of compliance shall be provided to the City of Perris Building Department prior to the issuance of occupancy permits.</p>	Prior to the issuance of each building permit Prior to issuance of occupancy permits	Confirmation that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped so that electrical equipment	City of Perris Development Services Department Building Division			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	MM 2-5 Once constructed, the project proponent shall ensure that all building tenants utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements. Proof of compliance shall be provided to the City of Perris Building Department prior to the issuance of occupancy permits.	Prior to execution of every lease agreement	Review of executed lease agreement may be used for landscape maintenance	City of Perris Development Services Department Planning and Building Divisions			
	MM 2-6 Once constructed, the project proponent shall ensure that all building tenants shall utilize only electric or natural gas service yard trucks (hoistlers or yard goats), pallet jacks, forklifts, and other on-site equipment through requirements in the lease agreement. Electrically-powered equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.	Prior to execution of every lease agreement	Review of executed lease agreement	City of Perris Development Services Department Planning and Building Divisions			
	MM 2-7 Upon occupancy, the facility operator shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Meyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Development Services Department. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.	Prior to issuance of occupancy permits and annual reports	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices Confirmation that annual reports are submitted	City of Perris Development Services Department Planning and Building Divisions			
	MM 2-8 Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City. The tenant-implemented program would include, but not be limited to the following:	Prior to issuance of occupancy permit and annually thereafter	Confirmation that annual approved SCAQMD Rule 2202 report or other sufficient proof of compliance with Rule 2202 is submitted	City of Perris Development Services Department Planning Division			

Impact/Threshold	Applicable IPDC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<ul style="list-style-type: none"> Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees. Create and maintain a "commuter club" to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work. Inform employees of public transit and commuting services available to them (e.g., social media, signage). Provide on-site transit pass sales and discounted transit passes. Guarantee a ride home. Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted. Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program." 						
	<p>MM 2-9 Prior to the issuance of a building permit, the project proponent shall provide evidence to the City that loading docks are designed to be compatible with SmartWay trucks.</p>	Prior to issuance of a building permit	Confirmation that loading docks are designed to be compatible with SmartWay trucks	City of Perris Development Services Department Planning and Building Divisions			
	<p>MM 2-10 Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:</p> <ul style="list-style-type: none"> Building energy efficiency, solid waste reduction, recycling, and water conservation. Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies. Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. The importance of minimizing traffic, noise, and air pollutant impacts to residences on Markham Street and Webster Avenue. 	Prior to issuance of occupancy permits and annually thereafter	Confirmation that tenants have been provided with required information	City of Perris Development Services Department Planning Division			
	<p>MM 2-11 Prior to issuance of a building permit, the project proponent shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through</p>	Prior to issuance of a building permit	Review and approval of site signage program	City of Perris Development			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	posted signs and painting on driveways and internal roadways. Specifically, signage shall be posted for the southwestern driveway (which identifies that trucks are restricted from entering or exiting at that location), and the southeastern driveway (which identifies that trucks are restricted from turning right out of the southeastern driveway onto Markham Street). Further, the signage program shall include a requirement that signage be posted onsite along Markham Street restricting trucks from traveling past the southeastern driveway. Prior to issuance of an occupancy permit, installation of the required signs shall be confirmed by the City.	Prior to issuance of occupancy permits	Inspection to confirm signs have been posted	Services Department Planning Division			
	MM 2-12 Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved trucks have been installed along the truck routes to and from the project site. Signs restricting truck access shall be posted at the intersection of Webster Avenue and Markham Street to prevent trucks from turning west on Markham Street adjacent to residential uses, and on Markham Street before the southeastern driveway to prevent trucks from traveling further west on Markham Street.	Prior to issuance of occupancy permits	Inspection to confirm signs have been installed	City of Perris City Engineer			
	MM 2-13 Prior to issuance of an occupancy permit, the project proponent shall install a sign on the south side of the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.	Prior to issuance of occupancy permits	Inspection to confirm sign has been installed	City of Perris Development Services Department Planning Division and City Engineer			
	MM 2-14 Prior to issuance of a building permit, the project proponent shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.	Prior to issuance of a building permit	Confirmation that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available	City of Perris Development Services Department Building Division			
Cumulatively considerable net increase of any criteria pollutant.	Applicable PVCC Specific Plan EIR Mitigation Measures Previously referenced mitigation measures MM Air 11, MM Air 13, MM Air 14 and MM Air 20 Applicable IPDC Final EIR Mitigation Measures Previously referenced mitigation measures MM 2-3 through MM 2-14.						

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<p>Biological Resources</p> <p>Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p>Applicable PVCC Specific Plan EIR Mitigation Measures</p> <p>MM Bio 1 In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing 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, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.</p>	<p>Mitigation measure required only between February 1 and August 31</p> <p>No more than 30 days prior to issuance of a grading permit</p>	<p>Pre-activity field survey report provided to City of Perris</p>	<p>City of Perris Development Services Department Planning Division</p>			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>MM Bio 2 Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls would also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. 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 would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.</p> <p>If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p> <p>If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the CDFW. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP would be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation would still be required following accepted protocols. Take of active nests would be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.</p>	<p>Project-specific habitat assessments and focused surveys, if required, will be prepared in conjunction with development applications as part of the CEQA process</p> <p>Pre-construction surveys to be conducted no more than 30 days prior to grading or construction activities</p>	<p>Habitat assessments, focused surveys, pre-construction surveys to be provided to City of Perris Planning Division</p>	<p>City of Perris Development Services Department Planning Division</p>			

Impact/Threshold	Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance			
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<p>Cultural Resources</p> <p>Change a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?</p>	<p>Applicable IPDC Final EIR Mitigation Measures</p> <p>MM 3-1 The project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to monitor the initial ground-altering activities at the subject site and off-site project improvement areas for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager, and no grading activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City. The archaeological monitor shall be responsible for maintaining daily field notes and a photographic record and for reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources.</p>	<p>Prior to issuance of a grading permit and during subsurface excavation</p>	<p>Confirmation of professional archaeologist retention/ongoing monitoring/submittal of Report of Findings</p>	<p>City of Perris Development Services Department Planning Division</p>				
	<p>In the event that cultural archaeological resources are discovered at the development project site or within the off-site project improvement areas, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional 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, the Pechanga Band of Luiseño Mission Indians, the Morongo Band of Mission Indians, the Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, and any other tribes identified by the California Native American Heritage Commission (NAHC) as being affiliated with the area. A designated Native American observer from one of the tribes identified by the NAHC as being affiliated with the area shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. 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 tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Native American tribes or bands. This shall include measures and provisions to protect the reburial area from any future impacts. Relocation/reburial shall not occur until all cataloging and basic recordation have been completed. Native American artifacts that cannot</p>							

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Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<p>be avoided or relocated at the project site shall be prepared in a manner for curation at an accredited curation facility in Riverside County that meets federal standards per 36 Code of Federal Regulations Part 79 and makes the artifacts available to other archaeologists/researchers for further study such as University of California, Riverside Archaeological Research Unit (UCR-ARU) or the Western Center for Archaeology and Paleontology. If more than one Native American group is involved with the project and they cannot come to an agreement as to the disposition of Native American artifacts, they shall be curated at the Western Center by default. The archaeological consultant shall deliver the Native American artifacts, including title, to the accredited curation facility within a reasonable amount of time along with the fees necessary for permanent curation.</p> <p>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 or returned to the property owner, as deemed appropriate.</p> <p>Once grading activities have ceased or the professional archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and non-Native American archaeological cultural resources recovered during project development have been avoided, reburied, or curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Mission Indians, the Morongo Band of Mission Indians, the Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, and any other Native American groups involved with the project.</p> <p>Applicable PVCC Specific Plan EIR Mitigation Measures Previously referenced MM Cult 1.</p>						
	<p>MM Cult 5 Prior to grading for projects requiring subsurface excavation that exceeds three (3) feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed three (3) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.</p>	Prior to issuance of a grading permit	Confirmation of professional paleontologist retention/ ongoing monitoring/ submittal of Report of Findings	City of Perris Development Services Department Planning Division			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The 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 power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>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.</p> <p>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.</p> <p>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, would signify completion of the program to mitigate impacts to paleontological resources.</p>						
Applicable IPDC Final EIR Mitigation Measures							
	<p>MM 3-2 Prior to the issuance of a grading permit, the project applicant shall provide a letter to the City of Perris Planning Division from a professional paleontologist stating that the project applicant has retained this individual. The professional paleontologist shall conduct periodic monitoring during grubbing, shallow surface grading, or other ground-altering activities impacting the top three feet of soils to ensure the timely detection of the undisturbed Pleistocene-age alluvial fan deposits. The letter prepared by the professional paleontologist shall provide recommendations specifying procedures for the required periodic monitoring. Continuous monitoring in compliance with PVCC Specific Plan EIR mitigation measure MM Cult 5, as amended, shall be initiated once the undisturbed Pleistocene sediments are discovered, or when the ground-altering activities reach beyond the depth of three feet below the current ground surface.</p>	Prior to issuance of a grading permit	Confirmation of professional paleontologist retention Submittal of letter documenting procedures for periodic monitoring	City of Perris Development Services Department Planning Division			
Applicable PVCC Specific Plan EIR Mitigation Measures							
<p>Disturb any human remains, including those interred outside of formal cemeteries? Cause a substantial adverse change in the significance of</p>	<p>MM Cult 6 In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, Project archaeologist, and/or designated Native American observer 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 and the coroner</p>	During construction activities	Confirmation of coroner and NAHC contact and submittal of Report of Findings, if applicable	City of Perris Development Services Department Planning Division			

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a historical tribal cultural resource?	<p>shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>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 Descendant" (MLD).¹ Despite the affiliation with any Native American representatives 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 the 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 their 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 with the project proponent and the MLD. In the event that the Project Proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials would be proprietary and not disclosed to the general public. The locations would be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).</p> <p>If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.</p> <p>Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.</p>						
Greenhouse Gas Emissions							
	<p>Applicable IPDC Final EIR Mitigation Measure</p> <p>Previously referenced IPDC Final EIR MM 3-1.</p>						
	<p>Applicable PVCC Specific Plan EIR Mitigation Measures</p> <p>Previously referenced mitigation measures MM Air 2, MM Air 4, MM Air 11, MM Air 13, MM Air 14, and MM Air 20.</p>						

¹ The "Most Likely Descendant" ("MLD") is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under *California Public Resources Code*, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

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Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<p>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 interior and exterior lighting throughout the project site, including street lighting, parking area lighting, and signage. Light fixtures shall be energy efficient compact fluorescent and/or light-emitting diode (LED) light bulbs, to the extent feasible, and to the extent that exterior lighting also complies with the requirements of Riverside County Ordinance No. 655, which includes lighting restrictions for the protection of the Palomar Observatory. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Planning and Building Division) prior to conveyance of applicable streets.</p>	In conjunction with street and utility plans and prior to the City accepting the street improvements	Verification by City of incorporation of project design features and approval of street and utility plans	City of Perris Development Services Department Planning and Building Divisions			
<p>Applicable IPDC Final EIR Mitigation Measures Previously referenced IPDC Final EIR MMs 2-3 through MM 2-14.</p>							
<p>Project Design Features</p>							
	<p>PDF 4-1 The Modified Project shall be designed to achieve the equivalent of a Leadership in Energy and Environmental Design (LEED™) "Silver" rating under the U.S. Green Building Council's 2009 Core and Shell Development standards. To achieve this, the design, construction, and operation of the proposed project shall incorporate a series of green building strategies which shall include, but not be limited to, the measures listed below. The required timing for each measure is provided <i>in italics</i> and shall be verified by the City.</p> <ul style="list-style-type: none"> Enhanced commissioning (the LEED Core & Shell Energy and Atmosphere [EA] Credit 3). <i>Within 10 months from project completion.</i> Alternative transportation. Bicycle Storage and Changing Rooms (four unisex showers, and two secure bicycle storage rooms) (Sustainable Sites [SS] Credit 4.2). <i>Prior to the issuance of an occupancy permit.</i> Storm Water Design. Quality Control (SS Credit 6.2) (implement the City-approved Storm Water Pollution Prevention Program). <i>Prior to issuance of a building permit.</i> 	As identified for each measure	Evidence of achievement of LEED Silver equivalent provided to the City	City of Perris Development Services Department Planning and Building Divisions			

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	<ul style="list-style-type: none"> • Water-efficient landscaping (Water Efficiency [WE] Credit 1). <i>Prior to approval of landscape plans.</i> • Water-use reduction (WE Credit 3). <i>Ongoing during project design with final verification after project completion/prior to occupancy.</i> • Construction waste management (Materials and Resources [MR] Credit 2). <i>During construction.</i> • Use of regional materials (MR Credit 5). <i>During construction.</i> • Use of low emitting materials. Adhesives and Sealants (Indoor Environmental Quality [IEQ] Credit 4.1). <i>During construction.</i> • Use of low-emitting materials. Paints and Coatings (IEQ Credit 4.2). <i>During construction.</i> • Innovation in design (Innovation in Design [ID] Credit 1) (utilize locally sourced concrete). <i>After completion of construction.</i> • LEED-accredited professional (ID Credit 2) (at least one principal participant of the project team is a LEED-Accredited Professional). <i>Prior to preliminary design.</i> 						

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	<p>Applicable IPDCC Final EIR Mitigation Measures, Applicable IPDCC Project Design Features, or Project Design Features</p> <p>PDF 4-2 The following additional sustainable design features shall be incorporated into the project. The required timing for each measure is provided in italics and shall be verified by the City.</p> <ul style="list-style-type: none"> The parking area shall include designated parking spaces for high-occupancy vehicles (HOV) and ride-share vans. Parking stall design shall comply with Perris Municipal Code, Section 19.69.030C.5b (required by mitigation measure MM Air 14 of the PVCC Specific Plan EIR). <i>Prior to the issuance of an occupancy permit.</i> The parking area shall include parking spaces for alternative-fueled vehicles. <i>Prior to the issuance of an occupancy permit.</i> All parking areas shall be concrete, and may include pervious concrete, if feasible. <i>Prior to the issuance of a building permit.</i> Automobile parking areas shall include 24-inch box trees from the list provided in the PVCC Specific Plan Landscape Standards Section 6.0 to provide 50 percent shade coverage. <i>Prior to approval of landscape plans.</i> Energy-efficient street lighting shall be installed throughout the project site (required by mitigation measure MM Air 19 of the PVCC Specific Plan EIR). <i>Prior to the issuance of a building permit.</i> The building's energy efficiency shall be increased by approximately 20 percent above the current Title 24 Energy Standards, as adopted by the City, which exceeds the 15 percent requirement of the PVCC Specific Plan EIR (see mitigation measure MM Air 20). Indoor water use shall be reduced by 25 percent (required by mitigation measure MM Air 20 of the PVCC Specific Plan EIR). <i>Prior to the issuance of a building permit.</i> Irrigation water use shall be reduced through the use of a native and/or drought-tolerant plant palette and "smart" irrigation system that includes drip irrigation and a weather controller. <i>Prior to approval of landscape plans.</i> Recycled water shall be used for landscape irrigation. <i>Prior to approval of landscape plans.</i> Potable water use shall be reduced by selecting high efficiency fixtures, reducing indoor use, and using recycled water for landscaping irrigation. <i>Prior to approval of landscape plans.</i> Light-colored, high-albedo paving and/or roofing materials that reduce the heat island effect shall be incorporated. <i>Prior to the issuance of a building permit.</i> 	As identified for each measure	Confirmation that building plan and landscape plans include the required sustainable design features	City of Perris Development Services Department Planning Division			

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Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Applicable PVCC Specific Plan EIR Mitigation Measures, Previously referenced MMs Air 19 and MM Air 20.							
	Project Design Features							
	Previously referenced PDF 4-1 and PDF 4-2.							
Hazards and Hazardous Materials	Applicable IPDC Final EIR Mitigation Measures							
	Previously referenced mitigation measures MMs 2-3 through MM 2-14.							
	Applicable PVCC Specific Plan EIR Mitigation Measures							
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 people residing or working in the project area?	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 MARB/March Inland Port Airport Authority.	Prior to the earliest of recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act	Evidence of avigation easement conveyance provided to City of Perris Planning Division	City of Perris Development Services Department Planning Division				
	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.	During plot plan/architectural plan review	Review and approval of site lighting plans	City of Perris Development Services Department Planning Division				
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)."		Prior to certificate of occupancy for buildings and tenant improvements	Confirmation that purchasers and tenants have been provided the required notice	City of Perris Development Services Department Planning Division				

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	<p>MM Haz 5 The following uses shall be prohibited:</p> <ul style="list-style-type: none"> 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. <p>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 Division in order to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding the MARRB. 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.</p>	<p>During plot plan/architectural plan review</p>	<p>Approved plan Confirmation that prohibited uses and actions are included in executed lease agreements</p>	<p>City of Perris Development Services Department Planning Division</p>			
		<p>A minimum of 45-day prior to submittal of an application for a building permit</p>	<p>Evidence that FAA Form 7460-1 has been filed for construction equipment, if needed</p>	<p>City of Perris Development Services Department Planning Division</p>			

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<p>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<p>Applicable PVCC Specific Plan EIR Mitigation Measures</p> <p>MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material would need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.</p> <p>MM Haz 8 Prior to issuance of grading permits, additional soil sampling shall be conducted for each parcel to demonstrate that the on-site soils are suitable for industrial development. Should soil sampling identify concentrations of chemicals of concern above the California Human Health Screening Levels (CHHSLs) for the proposed uses, a Health Risk Assessment (HRA) shall be prepared and, if required, remediation shall be conducted to ensure that applicable CHHSLs are achieved. Before the City issues grading permits, the project applicant shall provide evidence to the City that the on-site soils do not contain concentrations of chemicals of concern above the applicable CHHSLs.</p>	<p>During construction</p>	<p>Submittal of soil characterization information Evidence that remediation has been completed</p>	<p>City of Perris Development Services Department Building Division</p>			
Hydrology and Water Quality							
<p>Violate any water quality standards or waste discharge requirements?</p> <p>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?</p> <p>Otherwise substantially degrade water quality?</p>	<p>Applicable IPDC Final EIR Mitigation Measures</p> <p>MM 5-1 Prior to grading plan approval and the issuance of a grading permit, the project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</p> <p>MM 5-2 Prior to grading plan approval and the first issuance of a grading permit by the City, the project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be</p>	<p>Prior to approval of grading plan and issuance of a grading permit</p> <p>Prior to approval of grading plan and issuance of a grading permit</p>	<p>Evidence that a NOI has been filed with Regional Water Quality Control Board and grading plan approval</p>	<p>City of Perris City Engineer</p> <p>City of Perris City Engineer</p>			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>implemented in the SWPPP may include (but shall not be limited to) the following:</p> <ul style="list-style-type: none"> Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP. No materials of any kind shall be placed in drainage ways. Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas. All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences. The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance. Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary. The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time. <p>In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.</p>						
	<p>MM 5-3 Prior to issuance of grading permits, the project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the project:</p> <ul style="list-style-type: none"> The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board. <p>MM 5-4 Prior to grading plan approval and issuance of a grading permit by the City, the project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design,</p>	Prior or issuance of a grading permit	Inclusion of BMPs performance and documentation requirement in contractor specifications	City of Perris City Engineer			
	<p>MM 5-4 Prior to grading plan approval and issuance of a grading permit by the City, the project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design,</p>	Prior to approval of grading plan and issuance of a grading permit	Review and approval of Final WQMP	City of Perris Development Services Department			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.5-3 of the IPDC Final EIR. Treatment-control BMPs shall include on-site detention and bio-retention basins to treat the site's runoff. These facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs documented in the WQMP will be implemented. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.			City Engineer			
Noise							
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Applicable PVCC Specific Plan EIR Mitigation Measures MM Noise 1 During all project site excavation and grading on site, the 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. MM Noise 2 During construction, stationary construction equipment, stockpiling and vehicle staging areas would be placed a minimum of 446 feet away from the closest sensitive receptor.	During excavation and grading	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Development Services Department Building Division			
	MM Noise 3 No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier. MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for	Stockpile and staging area identified during development application/ plot plan approval process During construction approved stockpile and staging area used During construction	Confirmation that these requirements are included in Contractor Specifications Review and approval of grading plans with designated stockpile and staging areas Periodic inspection reports	City of Perris Development Services Department Building Division and Planning Division City of Perris Development Services Department Building Division and Planning Division			
		During construction	Confirmation that this requirement is included in	City of Perris Development			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.</p>		<p>Contractor Specifications Periodic inspection reports</p>	<p>Services Department Building Division and Planning Division</p>			
Applicable IPDC Final EIR Mitigation Measures							
	<p>MM 7-3 Prior to approval of a grading permit for the proposed project, the project proponent shall submit and the City shall approve plans or specifications for a temporary noise barrier to be constructed on the southern property boundary opposite the existing residences on Markham Street. The noise barrier should be 12 feet high, solid from the ground to the top, and be made of 3/4-inch plywood, noise blankets, or equivalent material with a minimum Sound Transmission Class (STC) rating of 20 dBA. Alternatively, the plans and schedule shall require the building of the permanent screen wall on the southern property boundary opposite the existing residences as soon as practical following completion and certification of the rough grading.</p>	<p>Prior to issuance of a grading permit</p>	<p>Approval of plans and specifications for a temporary noise barrier or evidence that permanent screen wall will be constructed</p>	<p>City of Perris Development Services Department Building Division</p>			
	<p>MM 7-4 The project proponent shall ensure through contract specifications that the following construction best management practices (BMPs) are implemented by contractors to reduce construction noise levels. The contractor's compliance with the following measures shall be verified by the City during construction:</p> <ul style="list-style-type: none"> • Implementation of noise-attenuation measures to the extent feasible, which may include, but is not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use of electric air compressors and similar power tools rather than diesel equipment, where feasible. • Confirmation that construction-related equipment—including heavy-duty equipment, motor vehicles, and portable equipment—shall be turned off when not in use for more than 30 minutes. This requirement does not supersede the truck idling limits imposed by State law and PVCC Specific Plan EIR mitigation measures MM Air 4 and MM Air 11. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. 	<p>Prior to issuance of a grading permit During construction</p>	<p>Verification by City of incorporation of requirements in the contractor specifications Periodic monitoring reports</p>	<p>City of Perris Development Services Department Building Division</p>			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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<p>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p> <p>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<p>Project Design Feature</p> <p>PDF 7-1 The Property Owner/Developer shall construct 14-foot-high scene wall/berris facing Webster Avenue and Markham Street. The City of Perris Building Department shall verify that the wall locations are included on the final site plan prior to the issuance of a building permit, and that the walls have been constructed prior to issuance of an occupancy permit.</p>	<p>Prior to issuance of a building permit</p> <p>Prior to issuance of occupancy permits</p>	<p>Review and approval of Final Site Plan</p>	<p>City of Perris Services Department Planning and Building Divisions</p>			
Traffic and Circulation							
<p>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<p>Applicable PVCC Specific Plan EIR Mitigation Measures</p> <p>Previously referenced mitigation measures MM Air 2</p>						
		<p>MM Trans 1 Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.</p>	<p>During construction</p>	<p>City acceptance of constructed roadways</p>	<p>City of Perris City Engineer</p>		
	<p>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.</p>	<p>During review of final grading, landscape and street improvement plans</p>	<p>Review and approval of final grading, landscape, and street improvement plans</p>	<p>City of Perris City Engineer</p>			
Project Design Features							
	<p>Roadway Improvements</p> <p>PDF 8-1 Prior to the issuance of occupancy permits, the project proponent shall have constructed the roadway improvements outlined below. These roadways would be improved consistent with the Perris Valley Commerce Center (PVCC) Specific Plan and the City of Perris General Plan's Circulation Element. The proposed project shall improve these roadways as required by the final Conditions of Approval for the proposed project and applicable City of Perris standards.</p> <ul style="list-style-type: none"> Construct Markham Street to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Webster Avenue at the expansion site western boundary and Driveway 4. 	<p>Prior to the issuance of occupancy permits and during construction</p>	<p>City acceptance of constructed roadways</p>	<p>City of Perris City Engineer</p>			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<p>Site Access Improvements</p> <p>PDF 8-2 Prior to the issuance of occupancy permits, the project proponent shall have constructed the site access roadway improvement outlined below:</p> <ul style="list-style-type: none"> • Driveway 1 at Webster Avenue. Install a stop control on the westbound approach and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared left-through-right-turn lane ○ Southbound Approach: One shared left-through-right turn lane ○ Eastbound Approach: One shared left-through-right turn lane ○ Westbound Approach: One shared left-through-right turn lane <p>On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.</p> <p>Sight distance at each project access point shall be reviewed with respect to City of Perris and PVCC Specific Plan sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p>	Prior to the issuance of occupancy permits	Site inspection City acceptance of constructed roadways	City of Perris City Engineer			
	<p>Truck Access and Circulation</p> <p>PDF 8-3 Prior to the issuance of occupancy permits, the project proponent shall construct the truck access roadway improvement at Driveway 1 (Webster Avenue), as shown on Exhibit 1-6 in the TIA. The driveway shall be designed to provide the necessary curb radii to accommodate a truck with a 67-foot wheelbase (WB-67).</p> <p>Applicable PVCC Specific Plan Mitigation Measures</p> <p>Previously referenced MM Trans 1</p>	Prior to issuance of occupancy permits	Site inspection	City of Perris City Engineer			
	<p>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</p>	Prior to issuance of a building permit	Payment of fees	City of Perris City Engineer			

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	established through the NPRRBD (North Perris Road and Bridge Benefit District) which includes TUMF (Transportation Uniform Mitigation Fee) and DIF (Development Impact Fee). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.						
	MM Trans 5 Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	Prior to issuance of occupancy permits	Bike racks installed per City standards	City of Perris Public Works Department			
	MM Trans 8 Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRRBD to ensure that they are in conformance with the ultimate improvements planned by the NPRRBD. The applicant shall be eligible to receive proportional credits against the NPRRBD for construction of project level mitigation that is included in the NPRRBD.	Development review process	Confirmation of credit agreement	City of Perris Planning Division			
	Project Design Features Previously referenced project design features PDF 8-1 and PDF 8-2.						

Impact/Threshold	Applicable PVCC Specific Plan EIR Mitigation Measures, Applicable IPDC Final EIR Mitigation Measures, Applicable IPDC Project Design Features, or Project Design Features	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>Applicable IPDC Final EIR Mitigation Measures</p> <p>MM 8-1 Prior to the issuance of a building permit, and, the project proponent shall pay an additional fee (in compliance with the City's additional fee payment policy [Local Fee]), or fair share payment to the City of Perris for roadway and intersection improvements that are not currently funded through an established traffic fee mitigation programs (i.e., North Perris Road and Bridge Benefit District [NPRBD], which includes the Transportation Uniform Mitigation Fee [TUMF] and City Development Impact Fee [DIF]). The "non-program improvements" for which the additional fee payment or fair share payment applies, along with the estimated fair share percentage, are outlined in Table 1-5 of the TIA included in Appendix F of the Draft SEIR. The additional fee or fair share payment amount shall be established by the City of Perris. Should the City adopt revisions to the NPRBD to include any of these improvements, the project proponent's mitigation fees shall be paid in accordance with that program in lieu of this additional fee or fair share payment. The timing of implementation of the improvements shall be determined by the City and, to the extent feasible, shall be completed by the City in the timeframe necessary to avoid identified significant cumulative impacts. Any improvements constructed by the proposed program may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion).</p>	Prior to issuance of a building permit	Payment of fees	City of Perris City Engineer			
Agricultural Resources	<p>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.</p>						
	<p>Applicable IPDC Final EIR Mitigation Measures</p> <p>MM 10-1 Following approval of the project, the project proponent shall offer, at cost, the top 12 inches of agricultural soils from the western-half of Assessor Parcel No. 302-030-005 for relocation to a farm site or farm sites that have lower quality soils. The cost includes all costs associated with the suitable replacement (in place) of the soil at the project site. Prior to issuance of a grading permit, the project proponent shall provide evidence to the City of Perris Planning Division that the on-site agricultural soils have been offered for purchase for a period of no less than 30 days.</p>	Prior to issuance of a grading permit	Evidence of offer to provide soil for purchase	City of Perris Development Services Department City of Perris Planning Division			

EXHIBIT H

RESOLUTION NO. 19-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING MAJOR MODIFICATION 17-05075, A PROPOSAL TO MODIFY DEVELOPMENT PLAN REVIEW (DPR) 14-02-0014, TO CONSTRUCT A 273,000 SF ADDITION TO THE WESTERN SIDE OF THE EXISTING 864,000 SF INTEGRA PERRIS DISTRIBUTION CENTER (IPDC) AND TO EXPAND THE OVERALL SITE ACREAGE FROM 43.2 ACRES TO 53.4 ACRES THROUGH THE ACQUISITION OF THE ADJOINING UNDEVELOPED 10.2 ACRE PARCEL LOCATED AT THE NORTHEAST CORNER OF WEBSTER AVENUE AND MARKHAM STREET, LOCATED IN A GI ZONE WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN (PVCCSP) AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the property that is the subject of for Major Modification application #17-05075 is located at the northeast corner of Webster Avenue and Markham Street, with Assessor Parcel Number's 302-030-012 and 302-030-005 ("Property"); and

WHEREAS, the applicant filed a Major Modification (MM) application #17-05075 on April 17, 2017, to expand the site acreage and building square footage of the existing Integra Perris Distribution Center (IPDC) high-cube industrial warehouse located at 657 Nance Street, from 864,000 SF on 43.2 acres to 1,137,000 SF on 53.4 acres through the construction a 273,000 SF addition at the west side of the existing building and the acquisition of the adjoining 10.2 acre parcel located immediately southwest, within a General Industrial Zone in the Perris Valley Commerce Center Specific Plan ("Major Modification No. 17-05075" or "Project"); and

WHEREAS, the proposed expansion site and existing IPDC site are within the MARB Accident Potential Zone 1 ("APZ 1"), the Federal Aviation Regulations ("FAR") Part 77 Military Outer Horizontal Surface Limits and Civilian Surface Limits, and Compatibility Zone B1 ("RCALUC 2014") and is designed and conditioned to meet the 2014 MARB/Inland Port Airport Compatibility Plan to protect flight paths and minimize impacts to residents and employees within the subject area to Perris Valley Commerce Center Specific Plan ("PVCCSP"), which requires projects within APZ 1 to comply with the mitigation measures as Standard Conditions of Approval; and

WHEREAS, the Project complies with all provisions of PMC Section 19.44, Industrial Zones, PMC Section 19.70, Landscaping, Section 19.69 Parking, the PVCCSP and the City's General Plan; and

WHEREAS, Major Modification No. 17-05075 has been duly noticed; and

WHEREAS, on April 17, 2019, the Planning Commission conducted a legally noticed public hearing on Major Modification No. 17-05075, and considered public testimony and materials in the staff reports and accompanying document and exhibit; and, at which time all interested persons were given full opportunity to be heard and to present evidence; and

WHEREAS, the City has complied with the California Environmental Quality Act as provided in Planning Commission Resolution No. 19-08, which adopts and approves the Project's Statement of Facts and Findings and Statement of Overriding Considerations, the Project's Mitigation Monitoring and Reporting Program, and the Projects Final Supplemental Environmental Impact Report; and,

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Perris as follows:

Section 1. The above recitals are all true and correct and incorporated herein by this reference.

Section 2. Pursuant to its Resolution No. 19-08, which is incorporated herein by this reference, the Planning Commission has determined that although the proposed Project could have a significant effect on the environment, there would not be an adverse effect by this Project because revisions to the Project have been made by or agreed to by the Project proponent, and mitigation measures have been outlined to reduce potential significant impacts to a level of insignificant and a Supplemental Environmental Impact Report ("SEIR") has been prepared pursuant to the California Environmental Quality Act ("CEQA"). By its Resolution No. 19-08, which is incorporated herein by this reference, the Planning Commission further finds and determines that the City has complied with the California Environmental Quality Act and their determination reflects the independent judgment of the Commission.

Section 3. Based upon the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, with respect to Major Modification No. 17-05075, the Planning Commission hereby finds the following:

- 1) The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, the Perris Valley Commerce Center Specific Plan, the purposes and provisions of this Title, the purposes of the Zone in which the site is located, and the development policies and standards of the City.

The proposed industrial land use is consistent with the General Plan and the PVCCSP, both of which contemplate industrial uses on the site, as well as within the majority of the PVCCSP area in order to promote high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The location, size, density and intensity of the proposed Project and the required improvements are consistent with the development policies and standards of the General Plan and the PVCCSP as the proposed expansion Project provides for architecture that will seamlessly match the existing IPDC industrial building, and site design and meets or exceeds all design

and development criteria of the underlying GI zoning district and the PVCCSP, which implements the goals and policies of the General Plan and PVCCSP.

The Project is also consistent with General Plan Goal III, Policy II.A of the General Plan Land Use Element, that requires development to pay its fair-share of infrastructure costs and III.A, of the General Plan Land Use Element which seeks to provide jobs for residents at all economic levels through commerce and industry and to diversify the local economy.

- 2) The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of development proposed.

The proposed Major Modification No. 17-05075 expansion Project is physically suitable in terms of parcel size, shape, access and availability to utilities and services, as the site allows for adequate access from Nance Street on the north and Markham Street on the south and provides for the logical extension of infrastructure to service the site. The existing and expansion parcel's size and shape can easily accommodate the proposed development, as evidenced by the fact that the proposed site layout and design meets or exceeds all design and development standards. In addition, nearby utility service connections are available to service the expanded site and building and all improvements will be designed, installed and maintained consistent with City and service agency requirements. As such, the site is physically suitable for the proposed Project, in terms of size, shape, access and services.

- 3) The proposed development and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

As conditioned, the proposed Major Modification No. 17-05075 expansion Project will not be detrimental to the public health, safety or welfare, or injurious to property and improvements in the vicinity or to the general welfare of the City, in that the Project is an expansion of an existing industrial warehouse facility and is designed in conformance with the City's Zoning Ordinance. Further, the proposed Project meets or exceeds the design and development standards of the PVCCSP, and as such, will seamlessly integrate into the existing site and building and the existing and contemplated land use fabric of the area.

- 4) The architecture proposed is compatible with the community standards and protects the character of adjacent development.

As designed and conditioned, the proposed architecture for the Major Modification No. 17-05075 expansion Project will seamlessly match the existing IPDC industrial warehouse facility, which already meets and/or exceeds the intent of the more onerous PVCCSP architectural design standards, which requires consistent use of varied colors, textures and materials, human-scale proportion, and the use of durable and low maintenance materials. As with the existing IPDC industrial warehouse, the 273,000 SF

building addition will provides for a modern architecture style, with an articulated façade and the application of the same palette of architectural colors, finishes and features that effectively change the surface planes and breaking up monotonous spans of the building. Additionally, the proposed architecture will be compatible with and protect the character of the existing and future industrial uses through the application of enhanced development standards, landscaping, setbacks, site design and improvements, which aesthetically enhance the site, while providing privacy and screening.

- 5) The landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.

As conditioned, the proposed Major Modification No. 17-05075 expansion Project meets or exceeds the on-site and off-site landscape standards for General Industrial as outlined in Section 19.70 of the Zoning Code as well as those specified in the PVCCSP. It provides a mix of specimen native and drought tolerant trees, shrubs, ground cover and annual color throughout the site to ensure visual relief and effectively frame, soften and embellish access points, building entries, parking areas, trash enclosures and employee recreational areas. As required, all areas not covered by structures, drive aisles, parking or hardscape have been landscaped, which will provide an attractive environment for the public's enjoyment.

- 6) The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed Project.

The proposed Project provides the safeguards necessary to protect the public health, safety and general welfare through the conditions or approval and mitigation measures, which will ensure that the Project is developed in compliance with City and affected service agency codes and policies and mitigate potential impacts to the environment and sensitive land uses.

Section 4. Based upon the forgoing, all oral and written testimony presented by staff and members of the public, including but not limited to staff reports and related exhibits, the Planning Commission approves Major Modification No. 17-05075 to allow for the 273,000 SF expansion of the 864,000 SF IPDC high-cube industrial warehouse facility and 10.2-acre expansion of the 43+ acre site located at 657 Nance Avenue, subject to the Conditions of Approval, based on the information and findings presented in the staff report and subject to the attached Conditions of Approval (Exhibit "A").

Section 5. The Planning Commission declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

Section 6. The Chairperson shall sign and the Secretary shall certify to the passage and adoption of this Resolution.

ADOPTED, SIGNED, and APPROVED this 17th day of April, 2019.

CHAIRPERSON, PLANNING COMMISSION

ATTEST:

Secretary, Planning Commission

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Kenneth Phung, SECRETARY OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, DO HEREBY CERTIFY that the foregoing Resolution Number 19-09 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 17th day of April 2019, and that it was so adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Secretary, Planning Commission

Mary Blais

From: Rull, Paul [PRull@RIVCO.ORG]
Sent: Thursday, April 04, 2019 9:50 AM
To: Tina Andersen; Mary Blais
Subject: RE: IPT Perris DC II Project Final Supplemental EIR-Responses to Comments

Hi Tina

Thank you for sending the response to comments back to ALUC. I have two follow up comments that I briefly discussed with you over the phone:

1. Please be aware that ALUC and the March Air Reserve Base/Inland Airport Land Use Compatibility Plan (ALUCP) calculates intensity using the building code method based on the proposed usage of floor area (and not by applicant's estimated numbers/shifts). Parking code method is also used to calculate intensity. Per the March ALUCP, intensity criteria is restricted to 25 people per average acre and 100 people per single acre (identified as a 210 foot by 210 foot square area).
2. Please note that the Air Force maximum intensity restriction for APZ-I is 25 people in any given acre for APZ-I. As this criteria is more restrictive than the March ALUCP criteria (of 100 persons per single acre), ALUC would defer to the more restrictive Air Force intensity criteria.

Because the City has adopted the March ALUCP in its 2016 General Plan update, I recommend that the intensity is analyzed as previously stated in order to be consistent with the March ALUCP and the City's General Plan.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Principal Planner



Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-8893
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www.rcaluc.org

From: Tina Andersen [<mailto:tandersen@tbplanning.com>]
Sent: Thursday, April 4, 2019 9:09 AM
To: Mary Blais <mblais@cityofperris.org>
Cc: Rull, Paul <PRull@RIVCO.ORG>; lsun@aqmd.gov; claudiam@moval.org; dcolocho@rincon-nsn.gov; [talvin | dennis@dot.ca.gov](mailto:talvin@dennis@dot.ca.gov); culibbarri@local1184.com
Subject: IPT Perris DC II Project Final Supplemental EIR-Responses to Comments

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Pursuant to Section 15088 of the State CEQA Guidelines, and on behalf of the City of Perris, I am transmitting the responses to comments on the IPT Perris DC II Project Draft Supplemental Environmental Impact Report



MEMORANDUM

To: Mary Blais, City of Perris

From: Tina Andersen

Re: **IPT PERRIS DC II PROJECT – AIRPORT LAND USE COMPATIBILITY PLAN REVIEW**

Date: April 9, 2019

The purpose of this memorandum is to clarify the analysis of the consistency of the proposed IPT Perris DC II Project with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). As noted in the comment from the Riverside County Airport Land Use Commission, because the City's General Plan has been found consistent with the ALUCP, City staff can perform the airport compatibility review. The required compatibility review, including project use intensity, was completed for the existing IPT Perris Distribution Center, which is currently operational. The existing IPT Perris DC II Project was found to be consistent with the City's General Plan and the ALUCP.

The proposed IPT Perris DC II Project involves an expansion of warehouse space for the existing building on the adjacent approximately 10.2-acre parcel. No new office space or other areas that would involve a concentration of people within the building is proposed. Additionally, no expansion or changes to the existing 10,000 sf office in the existing building is proposed. Therefore, there are no changes proposed that would require further compatibility review for the existing building.

With respect to the proposed expansion, because there is no office space or other use that would involve a concentration of individuals in a specific location, the proposed IPT Perris DC II Project is reviewed against the ALUCP non-residential intensity restriction of 25 people per average acre. With the 10.2-acre site, this would allow for 255 individuals within the proposed expansion site. Given the nature of the proposed warehouse use, where occupants are spread throughout the building, and the estimated increase of up to 200 employees, this limit would not be exceeded. The proposed IPT Perris DC II Project would be consistent with the ALUCP.



Planning Commission Agenda

CITY OF PERRIS
April 17, 2019

Item

8A

**Planning and Economic Development
Updates**