



CITY OF PERRIS PLANNING COMMISSION

AGENDA

November 06, 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: Perez; Hernandez, Jimenez,
Vice Chair Hammond, Chair Shively

3. INVOCATION:

4. PLEDGE OF ALLEGIANCE: Commissioner Perez

5. PRESENTATION:

6. CONSENT CALENDAR:

A. Planning Commission Minutes for October 16, 2019

7. PUBLIC HEARING:

A. **Development Plan Review 18-00011 (Duke @ Perry & Barrett)** – A proposal to develop a 148,297 SF industrial building on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP) located at the southeast corner of Perry Street and Barrett Avenue. **Applicant:** Duke Realty, Mr. Adam Schmid

REQUESTED ACTION: ADOPT Resolution No. 19-22 adopting Mitigated Negative Declaration 2343 and approving Development Plan Review (DPR) 18-00011 to facilitate the construction a 148,297 SF industrial building on a 7.26-acre lot located at the southeast corner of Perry Street and Barrett Avenue, based on the findings and subject to Conditions of Approval.

B. Scoping Meeting for an Environmental Impact Report (EIR) 19-05180, associated with Development Plan Review (DPR) 19-00004, Tentative Parcel Maps 37437 (TPM 19-05058) and 37438 (TPM 19-05096) aka IDI Rider 2 & 4 –
A proposal to construct two industrial buildings totaling 1,373,449 SF and improvements to the Perris Valley Storm Drain Channel on 94.7-acres located north of Rider Street, east of Redlands Avenue and south of Morgan Street in the Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCC Specific Plan). **Applicant:** Mr. Steve Hollis, IDI Logistics

REQUESTED ACTION: Conduct a public Scoping Meeting to review, discuss and provide direction to staff regarding the proposed project, and provide feedback for integration into the Draft Environmental Impact Report for the IDI Rider 2 & 4 project.

8. BUSINESS ITEM:

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
November 06, 2019

Item 6A

Planning Commission Minutes for October 16, 2019

CITY OF PERRIS

MINUTES:

Date of Meeting: October 16, 2019

06:00 PM

Place of Meeting: City Council Chambers

Commission Members Present: Commissioner Perez, Commissioner Hernandez, Vice Chair Hammond, and Chair Shively.

1. CALL TO ORDER:

2. ROLL CALL: Commissioners: Jimenez, Perez, Hernandez, Vice Chair Hammond, Chair Shively

Commission Members Present: Commissioner Perez, Commissioner Hernandez, Vice Chair Hammond, and Chair Shively.

3. INVOCATION:

4. PLEDGE OF ALLEGIANCE: Commissioner Jimenez

5. PRESENTATION:

6. CONSENT CALENDAR:

A. Planning Commission Minutes for October 02, 2019

The Chair called for a motion.

M/S/C: Moved by Vice Chair Hammond, seconded by Commissioner Hernandez to Approve A. Planning Commission Minutes for October 02, 2019

AYES: Commissioner Perez, Commissioner Hernandez, Vice Chair Hammond, Chair Shively.

NOES:

ABSENT: Commissioner Jimenez.

ABSTAIN:

Commissioner Jimenez, arrived to the meeting at 6:05 pm.

7. PUBLIC HEARING:

A. Conditional Use Permit (CUP) 19-05139 - Proposal to establish and operate a 6,150 SF indoor event venue with vendor food and alcohol sales within suite G-2 of the Perris Cross Roads Plaza, located on a 1.4-acre site in a Commercial Community (CC) zone at

1675 N. Perris Boulevard. Applicant: Mr. & Mrs. Salcedo

REQUESTED ACTION: Adopt Resolution 19-21 finding the proposed project Categorically Exempt from CEQA under Section 15301, Class 1 Existing Facilities, and approving Conditional Use Permit 19-05139 to establish and operate a 6,159 SF indoor event venue with vendor alcohol sales within suite G-2 of the Perris Cross Roads Plaza, in a Community Commercial (CC), based on the findings and subject to the Conditions of Approval

Vice Chair Hammond, Commissioner Perez, and Commissioner Jimenez acknowledged that they visited the site prior to the meeting.

Planning Manager Phung, presented the item to the Commission.

Commissioner Jimenez, recused herself for this item.

Commissioner Hernandez, requested clarification on the proposed hours of operation.

Chair Shively, inquired about hours of operation and if the applicant will be obtaining a license from ABC.

Vice Chair Hammond, asked about potentially creating a condition to address fire egress and other related fire code requirements.

Chair Shively, discussed fire egress requirements and that a minimum of 3 exits are required if there are more than 300 people.

Commissioner Perez, inquired about the noticing policies.

Applicant Esmeralda and Marco Salcedo, spoke to the Commission.

Commissioner Perez, asked about access for protected classes, if everyone can utilize the space equally, and security presence.

Vice Chair Hammond, appreciated the proposed security protocols, and approved of the project.

Commissioner Hernandez, stated that he has no issues with the project and that the applicants have addressed all his concerns.

Commissioner Perez, noted that his one concern is with not notifying the adjacent apartment renters and appreciated the condition for flexibility to modify the hours of operation based on any noise concerns.

Vice Chair Hammond, praised the proposal as the City is lacking such a use.

Chair Shively, discussed that his only issue is potential noise complaints with the neighboring apartment renters, and requested clarification on the hours of operation.

Representative Terry Strong, commented on the proposed hours of operation.

Chair Shively, clarified the revisions to the applicants last name, hours of operation within Condition #4, adding fire conditions for safety and max capacity.

The Chair called for a motion.

M/S/C: Moved by Commissioner Perez, seconded by Vice Chair Hammond to Approve A. Conditional Use Permit (CUP) 19-05139 - Proposal to establish and operate a 6,150 SF indoor event venue with vendor food and alcohol sales within suite G-2 of the Perris Cross Roads Plaza, located on a 1.4-acre site in the Commercial Community (CC) zone at 1675 N. Perris Boulevard. Applicant: Mr. & Mrs. Salcedo

REQUESTED ACTION: Adopt Resolution 19-21 finding the proposed project Categorically Exempt from CEQA under Section 15301, Class 1 Existing Facilities, and approving Conditional Use Permit 19-05139 to establish and operate a 6,159 SF indoor event venue with vendor alcohol sales within suite G-2 of the Perris Cross Roads Plaza, in a Community Commercial (CC), based on the findings and subject to the Conditions of Approval with amendments to include; correcting the applicants last name, clarifying the hours of operation in COA #4, and adding language in the COA for fire code requirements.

AYES: Commissioner Perez, Commissioner Hernandez, Vice Chair Hammond, Chair Shively.

NOES:

ABSENT:

ABSTAIN:

8. BUSINESS ITEM:

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.

Ronald Mckulla, spoke to the Commission regarding distribution of phones as a sidewalk vendor.

Adreana Bailer, presented to the Commission regarding distribution of phones as a sidewalk vendor.

Planning Manager Phung, noted the status of an ordinance that addresses these concerns.

10. COMMISSION MEMBERS ANNOUNCEMENTS OR REPORTS:

Commissioner Perez, discussed an issue of overflow parking from the fair grounds utilizing the lot on the west side of Avalon Parkway within the Villages of Avalon.

Commissioner Jimenez, addressed the conditions of the street for the upcoming parade route on D Street between 1st and 7th Street.

Vice Chair Hammond, spoke on the grand opening for the new tenants within the Plaza de Perris and the success of the center expansion, and commented on the Southern California fair advertising.

Chair Shively, commented on the upcoming parades for Veteran's day and Christmas, and requested details on the Christmas dinner.

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

Planning Manager Phung, commented on the Ulta beauty grand opening, WCA starting construction on required roadway improvements, the next Planning Commission meeting on November 6th, and special workshop meeting on December 4th with the City Council and Planning Commission to discuss cannabis lounges and also evaluation of the PVCC land use study.

Vice Chair Hammond, noted that March Air Base must be considered for the upcoming workshop for land use within the PVCC Specific Plan.

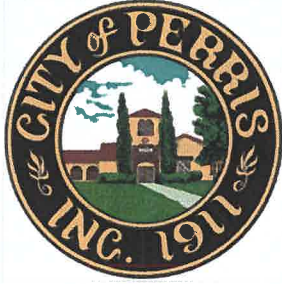
12. ADJOURNMENT 1 Page 2 of 2

Planning Commission Agenda

CITY OF PERRIS
November 06, 2019

Item 7A

Development Plan Review 18-00011 (Duke @ Perry & Barrett)



CITY OF PERRIS

PLANNING COMMISSION

AGENDA SUBMITTAL

MEETING DATE: November 6, 2019

SUBJECT: **Development Plan Review 18-00011 (Duke @ Perry & Barrett)** – A proposal to develop a 148,297 SF industrial building on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP) located at the southeast corner of Perry Street and Barrett Avenue. **Applicant:** Duke Realty, Mr. Adam Schmid

REQUESTED ACTION: **ADOPT Resolution No. 19-22** adopting Mitigated Negative Declaration 2343 and approving Development Plan Review (DPR) 18-00011 to facilitate the construction a 148,297 SF industrial building on a 7.26-acre lot located at the southeast corner of Perry Street and Barrett Avenue, based on the findings and subject to Conditions of Approval.

CONTACT: Kenneth Phung, Planning Manager 

BACKGROUND/DISCUSSION:

The applicant, Duke Realty, is proposing to construct a 148,297 SF industrial building (i.e., Duke @ Perry & Barrett) on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP). The project site is located at the southeast corner of Perry Street and Barrett Avenue and is currently undeveloped vacant land consisting of four parcels (assessor parcel numbers (APN): 302-060-026, 302-060-030, 302-060-031 and 302-060-011). The project has been conditioned to consolidate the four (4) parcels prior to building permit issuance.

The proposed Project site is located approximately 1.5 miles southeast of the March Air Reserve Base (MARB) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP, 2014). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within the MARB Accident Potential Zone II and Compatibility Zones B1, B2, and C1. Accident Potential Zone II (APZ II) prohibits new residential uses and well as uses that involve hazardous materials. Non-residential intensity is generally limited to an average of 50 persons per acre and 100 persons per single acre. Using the Airport Land Use Compatibility Plan Policy Document Methods for Determining Concentrations of People, the applicant completed an intensity analysis, which demonstrates that the portion of the building within APZ II will be occupied by no more than 45 people, which is less than the average of 50 people per acre allowed. As such, the Project complies with the MARB/IPA LUCP intensity requirements.

The applicant is proposing a modern architectural style for the 148,297 SF building with large expanses of window glazing, horizontal form-lined panels, color accents and treatments that 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 project has been designed to comply with the development standards set forth in the PVCC Specific Plan for 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.

Access to the Project site will be from Perry Street and Barrett Avenue via three driveways, including two, full access drives on Perry Street and one, full access on Barrett Avenue. The primary truck driveway will be on Barrett Avenue and the secondary truck driveway will be the eastern driveway on Perry Street. Passenger cars will access the site from the western driveway on Perry Street. Trucks would use PVCC Specific Plan designated truck routes to travel to and from the Project site, which will be enforced through posted on-site signage directing truck drivers to use adopted City truck routes (Indiana Avenue or Perris Boulevard) only to connect with Harley Knox Boulevard to north to access Interstate 215 (I-215).

Currently, the Perry Street/Indian Avenue intersection is restricted and only allows right in and right out access to Perry Street. The City requested that the neighboring development to the west proposed by IDI Logistics Inc, analyze the potential for a 4-legged traffic intersection as the intersection would provide trucks with direct access to and from the PVCC Specific Plan designated truck route of Indian Avenue or Perris Boulevard north to Harley Knox Boulevard to the Project site.

If constructed, the proposed Project will participate in the phased construction of off-site traffic signals through the payment of project's fair share of traffic signal mitigation fees. If the intersection is not constructed access for the proposed site would remain as a right-in and right-out to and from Indian Avenue.

The Project will adhere to truck routes adopted as part of the PVCCSP, which is intended to separate passenger and truck traffic and move truck traffic efficiently through the PVCCSP area while avoiding residential communities as much as possible. Project truck traffic will be restricted to existing City truck routes (Indian Avenue or Perris Boulevard only) to go north to Harley Knox Boulevard as the only truck route to access I-215 from the Project.

An Initial Study (IS) was prepared for the project in accordance with the City's guidelines, which implement the California Environmental Quality Act (CEQA). On the basis of the IS, staff concluded that the project's potential significant impacts could be avoided or mitigated to a point where there are clearly no significant effects on the environment through mitigation measures, revisions to the site design, conditions of approval and the application of the City's zoning ordinance standards and criteria and that there is no substantial evidence in light of the whole record that the project, as revised may have a significant effect on the environment. As such, a Mitigated Negative Declaration (MND) No. 2343 was prepared with a Mitigation Monitoring and Reporting Program that will be implemented for the proposed project. Pursuant to §15703 (a) of CEQA, the IS/ MND was circulated for a 30-day period between August 14, 2019 through September 12, 2019, to the State Clearinghouse, Responsible Agencies, and interested parties for review and comment and no new effects were identified during the 30-day public comment period. During the draft IS/MND review period, the Draft IS/MND was available for public review at the Development Services public counter, Cesar Chavez Library, and on the City's website.

All potential effects of the proposed project have been reduced to less than significant levels with the implementation of mitigation measures. Therefore, a final Mitigated Negative Declaration (No. 2343) has been prepared.

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: Exhibit A – Conditions of Approval (Planning, Engineering, Public Works, Fire, and Building)

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 19-22

MND, MMRP, Initial Study - MND 2343, 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: November 6, 2019

Workshop:

Presentation:

Other:

CITY OF PERRIS
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION

PROJECT REPORT

Date: November 6, 2019 - Planning Commission

Cases(s): Development Plan Review 18-00011 (aka Duke @ Perry & Barrett)

Environmental Determination: An Initial Study has been prepared for the proposed project, which determined that subject to mitigation measures, there is no substantial evidence of adverse environmental effects; therefore, a Mitigation Negative Declaration (MND) No. 2343 has been prepared.

Project Planner: Mary Blais, Contract Planner

Applicant/Owner: Duke Realty
 Mr. Adam Schmid
 200 spectrum Center Drive STE 1600
 Irvine, CA 92618

Location: Southeast corner of Perry Street and Barrett Avenue

PROJECT DESCRIPTION: A proposal to develop a 148,297 SF industrial building on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP).

Related Cases: N/A

Acreage/APN's: 7.26-acres; 302-060-011, 302-060-026, 302-060-030, 302-060-031

ZONING AND LAND USE:

Existing Zoning: Perris Valley Commerce Center Specific Plan (PVCCSP) – Light Industrial (LI)

Surrounding Zoning:

<i>Direction</i>	<i>Zoning</i>
North	PVCCSP – LI
South	PVCCSP – Commercial
East	PVCCSP – LI
West	PVCCSP – LI

Surrounding Land Uses:

<i>Direction</i>	<i>Land Use</i>
North	Perry Street Right-of-way; Distribution Center
South	Non-conforming Single Family Residence
East	Undeveloped; Non-conforming Single Family Residence
West	Barrett Avenue Right-of-way; Undeveloped

ANALYSIS & REVIEW:

PROJECT DESCRIPTION:

The applicant, Duke Realty, is proposing to construct a 148,297 SF industrial building (i.e., Duke @ Perry & Barrett) on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP). The project site is located at the southeast corner of Perry Street and Barrett Avenue and is currently undeveloped vacant land consisting of four parcels (assessor parcel numbers (APN): 302-060-026, 302-060-030, 302-060-031 and 302-060-011). The project has been conditioned to consolidate the four (4) parcels prior to building permit issuance.

The proposed project involves the construction and operation of a speculative concrete tilt-up non-refrigerated warehouses building to be used as a distribution business with 3,000 SF of office space and 3,000 SF of mezzanine office space and 142,136 SF of warehouse space, within a 145,136 SF building footprint. The speculative warehouse/distribution use is proposed to be provided in one building and the operating hours were assumed to be 24-hours and it is anticipated that the Project will be completed in 2020.

The warehouse building will feature approximately 25 dock doors on the southern side of the proposed building. Landscaping, walls, and fences would be provided on-site as required for screening, privacy, and security. More specifically, a 14-foot high decorative screen wall is provided along the southern Project site boundary to provide noise abatement for the legal, non-conforming residential unit south of the site. In addition, decorative screen walls are proposed along the east Project boundary at varying heights from 6 feet on the northeast side to 14 feet on the southeast. The north and west sides of the building will not be screened with a decorative wall. The vehicle parking at the north-facing side of the building will be screened from Perry by landscaping. The Project will include onsite landscaping along all four sides of the site in varying widths between from three feet to 80 feet, including the water quality basin in the southeast corner of the site. In total, just over 1-acre of onsite landscaping is provided, which equates to about 14%.

Access to the Project site will be from Perry Street and Barrett Avenue via three driveways, including two, full access drives on Perry Street and one, full access on Barrett Avenue. The primary truck driveway will be on Barrett Avenue and the secondary truck driveway will be the eastern driveway on Perry Street. Passenger car will access the site from the western driveway on Perry Street. Trucks would use PVCC Specific Plan designated truck routes to travel to and from the Project site, which will be enforced through posted on-site signage directing truck drivers to use adopted City truck routes (Indiana Avenue or Perris Boulevard) only to connect with Harley Knox Boulevard to north to access Interstate 215 (I-215).

Currently, the Perry Street/Indian Avenue intersection is restricted and only allows right in and right out access to Perry Street. The City requested that the neighboring development to the west proposed by IDI Logistics Inc, analyze the potential for a 4-legged traffic intersection as the intersection would provide trucks with direct access to and from the PVCC Specific Plan designated truck route of Indian Avenue or Perris Boulevard north to Harley Knox Boulevard to the Project site.

If constructed, the proposed Project will participate in the phased construction of off-site traffic signals through the payment of project's fair share of traffic signal mitigation fees. If the intersection is not constructed access for the proposed site would remain as a right-in and right-out to and from Indian Avenue.

The Project is required to provide employee amenities per Chapter 19.44.080(b)(4) and PVCCSP standards Section 8.2.1 as the proposed building is greater than 100,000SF, such as cafeterias, weight rooms, locker rooms, and showers. Site and landscape plans should also reserve open space for outdoor recreation and dining. As such the proposal includes provisions for indoor employee amenities and a 500+SF outdoor covered break area along the north side of the building, near the main entrance.

The area surrounding the Project site is currently dominated by warehouse/distribution center uses to the north, current development and construction of warehouse/distribution centers to the west, legal, non-conforming single-family residential on land with a Specific Plan land use designation of Light Industrial to the immediate east, followed by a small commercial strip center adjacent to Perris Boulevard. To the south, there is legal, non-conforming single family residence on land with a Specific Plan land use designation of Commercial, followed by vacant land. The Project site is relatively flat and composed of disturbed vegetation with generally flat undeveloped terrain that receives frequent weed abatement (i.e., chain flail mowing, disking).

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

The Project is designated as Light Industrial (LI) 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 LI Zone and contemplated by the PVCCSP and the City's General Plan. More specifically, as identified in the PVCC Specific Plan, the LI designation allows for

light industrial uses and related activities including manufacturing, research, warehousing/distribution, related office, assembly of non-hazardous products and materials, and retailing related to manufacturing. No outdoor storage is permitted and the applicant is not proposing outdoor storage.

The project is also consistent with the surrounding LI zoning land use. As designed and conditioned, the project provides for the development of an industrial use that will support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities, which are consistent with the PVCC Specific Plan. The proposed expansion project implements the PVCC Specific Plan, and is therefore consistent with the City's General Plan. It 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 and is consistent with Regional Plans including the March Air Reserve Base (MARB), discussed in more detail below. As such, the proposed project is consistent with the PVCCSP land use designation of the LI and the General Plan-identified uses for the Northern Industrial planning area of the General Plan.

MARB AIRPORT LAND USE COMPATIBILITY PLAN

The proposed Project site is located approximately 1.5 miles southeast of the March Air Reserve Base (MARB), and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP, 2014). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within the MARB Accident Potential Zone II and Compatibility Zones B1, B2, and C1.

Accident Potential Zone II prohibits new residential uses and well as uses that involve hazardous materials. Non-residential intensity is generally limited to an average of 50 persons per acre and 100 persons per single acre.

Compatibility Zone B1 is the Inner Approach and Departure Zone for MARB and encompasses areas of high noise (i.e., levels in excess of 65dB CNEL) and high accident potential risk within the inner portion of the runway approach and departure corridors. Compatibility Zone B2 is the High Noise Zone for MARB, encompassing areas of high noise projected at 65 dB CNEL, but less accident potential risk. Compatibility Zone C1 is the Primary Approach/Departure Zone and encompasses areas where noise levels are projected to be above 60 dB CNEL; however, the accident potential risks are moderate.

Approximately 1.1 acres of the proposed Project is within B1-APZ II; of that, 22,122 SF of the warehouse portion of the building is within B1-APZ II. Using the Airport Land Use Compatibility Plan Policy Document Methods for Determining Concentrations of People (Appendix C, Table1), the applicant completed an intensity analysis, which demonstrates that this portion of the building will be occupied by no more than 45 people, which is less than the average of 50 people per acre allowed. As such, the Project complies with the MARB/IPA LUCP intensity requirements.

Due to its location relative to the runway, the Federal Aviation Administration requires an obstruction evaluation to be conducted before construction starts. The Project applicant requested the obstruction evaluation from the FAA in June 2019. The FAA determined that the Project does not exceed construction standards and would not be a hazard to air navigation on a letter

dated June 26, 2019, included in this Initial Study (Appendix N). Further, the Project’s applicant is required to file FAA Form 74602-5, Notice of Actual Construction of Alteration to FAA within five days after the building reaches its greatest height.

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 II 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

The proposed 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 LI 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 LI Zone. Table 1 below summarizes compliance with PVCCSP Development Standards for LI:

TABLE 1: DEVELOPMENT STANDARD SUMMARY (PVCCSP Table 4.0)			
PVCCSP (LI) Development Standards	Required	Provided	Complies
Min. Lot Size	15,000 sq. ft.	312,773	Yes
Lot Coverage	50% max	47%	Yes
Floor Area Ratio (FAR)	.75 max	.46	Yes
Structure Height	50’ max	42’	Yes
Front Setback (Local) - Perry	20’ (10’+5’ per 10’ of structure height over 20’)	80’+	Yes
Street Side Setback (Local) - Barrett	20’ (10’+5’ per 10’ of structure height over 20’)	20’+	Yes
Side Yard (adjoining residential)	30’	30’+	Yes
Rear Setback (loading/unloading activities)	30’	80’+	Yes
Onsite Landscape Coverage	12%	14%	Yes
Perimeter Landscaping (P.M.C. 19.02 and 19.44.060)	5’	min.	Yes
Entries/parking/loading Enhanced Landscape Screening	Required	Provided	Yes

Employee Indoor/Outdoor Amenities	Required for buildings >100,000SF	Provided	Yes
MARB Employee Density/Acre	50 people/acre or 100 people/single acre	45 people/acre	Yes

As demonstrated in the Table above, the proposed Project adheres to the PVCC Specific Plan development standards for LI. 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.

Parking

The Parking and Loading Standards of the P.M.C. Section 19.69 applies to the Project and requires that all industrial developments provide off-street parking. The parking requirement calculation is derived by applying the ratio for warehousing and office uses. 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
Non-High-Cube Warehousing:	20,000	1:1,000 SF/1st 20,000 SF	20	20	Yes
	122,297	1:2,000 over 20,000 SF	62	62	Yes
Office:	6,000	1/300SF	20	20	Yes
Totals	148,297	-	102	102	Yes
Handicap Spaces	-	101-150 spaces required	5	5	Yes
Loading Spaces	-	101,000-150,000SF	3	25	Yes
Tractor Trailer Stalls	-	N/A	None	21	Yes

Table 2 shows that the proposed parking meets or exceeds the City’s Parking Code, with regard to standard and accessible parking and loading facilities. Included in the above parking calculations are provisions for Electric Vehicle Charging (EVC) and Clean Air Vehicles.

ACCESS, TRAFFIC CIRCULATION

The proposed Project site is an irregular-shaped property of approximately 7.6 acres located at the southeast corner of Perry Street and Barrett Avenue. The site is undeveloped and unimproved and is relatively flat.

On-Site Access

Access to the Project site will be from Perry Street and Barrett Avenue via three driveways, including two, full access drives on Perry Street and one, full access on Barrett Avenue. The primary truck driveway will be on Barrett Avenue and the secondary truck driveway will be the western driveway on Perry Street. Passenger cars will access the site from the eastern driveway on Perry Street. Trucks would use PVCCSP-designated truck routes to travel to and from the Project site, which will be enforced through posted on-site signage directing truck drivers to use adopted City truck routes (Indiana Avenue or Perris Boulevard) only to connect with Harley Knox Boulevard to the north to access Interstate 215 (I-215).

Improvements

Currently, the Perry Street and Indian Avenue intersection is restricted and only allows right in and right out access to Perry Street. The City requested that this Project, as well as the proposed neighboring project (i.e., IDI - Indian Avenue and Ramona Expressway Warehouse) analyze the need for a realigned 4-legged signalized intersection at Perry Street and Indian Avenue as a realigned signalized intersection would provide trucks with a more efficient, direct access to and from the PVCCSP's designated truck route of Indian Avenue or Perris Boulevard north to Harley Knox Boulevard to the Project site.

Although the proposed project does not warrant the installation of a 4-legged intersection, the City Engineer has requested that the neighboring IDI development install the realigned signalized intersection a Perry Street and Indian Avenue. The developer/property owner of the proposed Duke Perry & Barrett development has volunteered to participate in the cost of design and construction of the improvements associated with the realignment of the intersection of Perry Street and Indian Avenue and installation of the traffic signal, since the said improvements would accommodate trucks left-turn movements from southbound Indian Avenue to Perry Street.

In the event that the neighboring IDI development, or the City, proceed with said improvements prior to issuance of the Occupancy Permit, the developer/property owner of the Duke Perry & Barrett development shall pay their fair share of the improvements pursuant to a subsequent agreement, as approved and determined by the City Engineer,.

Alternatively, if the realigned Perry Street and Indian Avenue intersection is not constructed, the Duke Perry & Barrett developer/property owner would gain access from Perry Street to Indian Avenue through the existing right-in/right-out access

The Project applicant will also be responsible for constructing the Perry Street frontage and construct Barrett Avenue to its ultimate width. At the southern terminus of Barrett Avenue, the Project applicant will construct a cul-de-sac to provide trucks access to the Project as well as to maintain access to Barrett Avenue for the existing residential property to the south of the Project.

Other improvements include:

- Construction of half of the roadway extension on Perry Street as part of a total road width of 60-feet for its ultimate cross-section as a collector road adjacent to the Project boundary line. Ultimate conditions will provide one lane in each direction.
- Modify Barrett Avenue by providing a cul-de-sac immediately adjacent to Project's southwest driveway.
- Signing/striping modifications on adjacent roadways will be implemented in conjunction with detailed construction plans.
- Construct any other remaining speed and parkway improvements adjacent to the site along Barrett Avenue and Perry Street.
- Sight distance at project driveways will be reviewed with respect to the County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed.
- Contact RTA to determine if RTA has future plans for the establishment of a bus route that would serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA.

Truck Haul Route

The City has adopted specific truck routes throughout the PVCCSP area in an effort to separate passenger and truck traffic and move truck traffic efficiently through the PVCCSP area while avoiding residential communities as much as possible. Project truck traffic will be restricted to existing City truck routes (Indian Avenue or Perris Boulevard only), as amended, which directs truck traffic north to Harley Knox Boulevard – which is the one and only truck route to access I-215 from the Project. As such, a mitigation measure has been established to require the Project to adhere to the truck haul route established by the PVCCSP. To implement this requirement, directional signage will be installed and designated truck access to the site has been established, including a primary truck driveway on Barrett Avenue and a secondary truck driveway at the western driveway on Perry Street.

LANDSCAPING

The PVCCSP requires landscaping to be provided at a minimum rate of 12% for the Light Industrial zone across the site. The conceptual landscape plan proposes a total of just over 1-acre, which equates to about 14% as summarized in Table 1, above. Landscaping is provided at the base of the building, in parking areas and along decorative screen walls. As permitted by the PVCCSP, landscaping is not provided at the base of the south elevation of the building, as this area is intended for delivery and loading activities. Shade trees are provided at a rate that exceeds the required rate of one (1) tree for every six (6) vehicles and enhanced native and drought-tolerant tree, landscaping and decorative concrete is proposed at driveway entries. To enhance the street scene, off-site street large trees and ground cover are proposed in the parkway along each street frontage at required intervals.

In addition to parkway street trees, the parking area along the Perry Street frontage is further shielded by a double row of shrubs and on-site trees, which also serve to soften the building and screen walls. A portion of the onsite landscape areas serves as a stormwater bio-retention basin and best management practices (BMP) facilities for stormwater quality treatment in the southeast corner of the site. Overall, the landscape design provides for a mix native and drought-tolerant trees (on-site and off-site street trees), as well as shrubs, ground cover and annual color to effectively frame and embellish access points and building entries and screen and soften screen walls and parking areas, which is consistent with the PVCCSP.

PERIMETER WALLS, FENCING

The proposed Project will utilize a combination of screen walls and fencing along the site boundaries for screening, privacy, noise control, and security. A 14-foot high decorative screen wall is proposed along the southern Project site boundary to provide noise abatement for the legal, non-conforming residential unit south of the site. In addition, decorative screen walls are proposed on the south and east property lines, varying in height from 6 feet on the northeast side to 14 feet.

The decorative screen walls are architecturally integrated with the building and include reveals, color blocks and capped pillars at intervals of approximately 75' as required by the PVCCSP to break up and provide variation while softening the design.

NOISE

Noise monitoring was conducted for 24-hours at the two closest sensitive noise receptors located directly south and to the east of the site, which include two non-conforming residential sites on the south and one is east of the Project site to obtain existing ambient noise levels. A Noise Study was also conducted to evaluate short-term construction noise, operational noise, and project-generated traffic noise. The Noise Study determined that the proposed Project is not expected to exceed 55 dBA CNEL measured at the non-conforming residential site to the east, which is below the noise level of 60 dBA CNEL and considered "normally acceptable" for residential uses. For the residence to the south, the proposed Project is also not anticipated to generate noises above 60 dBA CNEL with the inclusion of a 14-foot sound wall/screen wall and landscaping, which is designed to mitigate the noise generated from onsite operations. Additionally, Noise Mitigation Measures have been included to mitigate noise generated from the construction, operation and traffic-generating activities of the proposed Project.

BUILDING ARCHITECTURE

The architectural style of the proposed 148,297 SF building is a modern architecture style with large expanses of window glazing, horizontal form-lined panels, color accents and treatments that 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 building will provide contrast through accents that provide visual interest and provide a matching color palette consisting of a white, pewter, peppercorn, as well as Eldorado stone, decorative metal window, and entry brows and blue storefronts.

ENVIRONMENTAL DETERMINATION:

An Initial Study (IS) was prepared for the project in accordance with the City's guidelines, which

implement the California Environmental Quality Act (CEQA). The IS was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the IS, staff concluded that the project's potential significant impacts could be avoided or mitigated to a point where there are clearly no significant effects on the environment through mitigation measures, revisions to the site design, conditions of approval and the application of the City's zoning ordinance standards and criteria and that there is no substantial evidence in light of the whole record that the project, as revised may have a significant effect on the environment. As such, a Mitigated Negative Declaration (MND) No. 2343 was prepared with a Mitigation Monitoring and Reporting Program that will be implemented for the proposed project.

Pursuant to §15703 (a) of CEQA, the IS/ MND was circulated for a 30-day period between August 14, 2019, through September 12, 2019, to the State Clearinghouse, Responsible Agencies, and interested parties for review and comment and no new effects were identified during the 30-day public comment period. During the draft IS/MND review period, the Draft IS/MND was available for public review at the Development Services public counter, Cesar Chavez Library and on the City's website.

Eight (8) response comments were received during the comment period, including comments from the County of Riverside Airport Land Use Commission, Riverside County Flood Control District, March Joint Powers Authority, A-1 Vortex, LLC, Mr. Kelly Kaus, Blum Collins, LLP, South Coast Air Quality Management District and Rincon Band of Luiseño Indians. The City prepared a Response to Comments package to address the comment letters received and included the comment letters and City responses in the Final IS/MND draft. All written comments have been made a part of the public record.

All potential effects of the proposed project have been reduced to less than significant levels with the implementation of mitigation measures. Therefore, a final Mitigated Negative Declaration (No. 2343) has been prepared.

PUBLIC COMMENTS FROM ADJACENT PROPERTY OWNERS

Of the eight (8) comment letters received, identified above, two letters were from the adjacent property owners. The first was sent via email on August 28, 2019, from Marylou Matienzo, of A-1 Vortex, LLC, which is the landowner adjacent to this site on the east. The email requested that she be notified of future public hearings. Staff responded to Ms. Matienzo's email and included it as a formal Comment Letter in the MND document to ensure it was made a part of the public record. Staff also mailed a public hearing notice to A-1 Vortex notifying them of the November 6, 2019 public hearing.

In addition, on September 4, 2019, the property owner directly south of the site, Mr. Kelly Kaus spoke with staff at the public counter in the Planning Division regarding his concerns about the proposed project. Staff documented the conversation with Mr. Kaus' who noted that he did not have an issue with the use, but wanted the developer to address six (6) concerns, including:

- Relocation of his water meter;
- Assurance that his water service will not be interrupted during excavation activities;
- Ensuring that the proposed screen wall along the southern boundary of the site is 14' along his property line;
- Assistance with extending sewer service to his property

- Ensuring that the root system of the older trees along the northwest corner of his property will not be adversely impacted by the wall footings; and
- Request to enlarge the cul-de-sac so that he could potentially utilize it for overflow parking

The email prepared by staff documenting this conversation was included as a formal Comment Letter in the MND document to ensure that it was made a part of the public record. The applicant directly responded to the applicant and included a copy of their response email in the MND document. More specifically, the applicant stated:

- They are willing to provide a new domestic service tap and relocation of the adjacent owner's water meter to connect to his property and toward the end of the new 12-inch water main in exchange for a quitclaim of the easement on the Duke property upon completion of the new service lateral.
- They do not anticipate any disruption in domestic water service with the exception of a very short duration to switch over the service from the old line to the new service lateral.
- They agreed to maintain a 14' tall screen wall along our entire southerly property boundary
- They were unable to accommodate the request for sanitary sewer service as this is infeasible.
- They would set the 14' screen wall a few feet off of the property line, such that all excavation and the wall footings would not impact the tree roots.
- They have designed the Cul-de-sac per the City Engineer and would be unable to enlarge it.

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.

RECOMMENDATION

Staff recommends that the Planning Commission:

ADOPT Resolution No. 19-22 adopting Mitigated Negative Declaration 2343 and approving Development Plan Review (DPR) 18-00011 to facilitate the construction a 148,297 SF industrial, non-refrigerated warehouse distribution building on a 7.26-acre lot in an Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP), based on the findings and subject to Conditions of Approval.

EXHIBITS:

- Exhibit A – Conditions of Approval (Planning, Engineering, Public Works, Fire, and Building)
- 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 19-22

MND, MMRP, Initial Study - MND 2343, 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>

EXHIBIT A

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

CONDITIONS OF APPROVAL

Development Plan Review 18-00011

Planning Commission: November 6, 2019

Project: A proposal to develop a 148,297 SF industrial, non-refrigerated warehouse distribution building on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP), generally located southeast corner of Perry Street and Barrett Avenue. Applicant: Duke Realty

GENERAL CONDITIONS:

1. **Approval Period for Development Plan Review 18-00011.** 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.
2. **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.
3. **Mitigation Monitoring & Reporting Program (MND #2343).** The project shall fully comply with all provisions of the adopted Mitigation Monitoring and Reporting Program (MMRP) of the MND #2343 and shall be implemented in accordance with the timeline, reporting and monitoring intervals listed.
4. **Labor Agreement.** This project fully shall comply with the existing standard concrete tilt-up labor agreement previously executed between the project applicant (Duke Realty) and the Laborers International Union of North America.”
5. **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 shall not exceed the intensity ratio established by the Mitigation Monitoring Program. 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. **Graffiti.** Graffiti located on-site shall be removed within 48 hours. The site shall be maintained in a graffiti-free state at all times.
8. **Trash Enclosures.** Trash enclosures are required to be screened with landscaping and a solid trellis cover.
9. **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 November 6, 2019, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.
10. **Building Official/Fire Marshal.** The project shall adhere to all requirements of the Building Official/Fire Marshal in the attached conditions of approval both of which are date December 3, 2018. 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.
11. **Public Works Department.** The project shall adhere to all requirements of the Public Works Department in the attached comments, dated December 6, 2019.
12. **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).
13. **City Engineer.** The project shall adhere to the requirements of the City Engineer as indicated in the attached (Revised) Engineering Conditions of Approval dated October 4, 2019. On and off-site improvement plans shall be submitted for review and approval by the City Engineer.
14. **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.
15. **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.
 16. **Waste Hauling and Disposal.** The project shall use only the City-approved waste hauler for all construction and other waste disposal.
 17. **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.
 18. **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.
 19. **Performance Standards.** The applicant shall comply with all Performance Standards listed in Chapter 19.44.070.
 20. **Glazing.** Highly-reflective glass shall not be used for architectural elevations.
 21. **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.
 22. **Downspouts.** Exterior downspouts are not permitted on building elevations facing the public right of way. Interior downspouts are required for these elevations.
 23. **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 filing 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.
 24. **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.
 25. **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.
26. **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.
27. **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 14, 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.
28. **LEED Certification.** The building may be designed to achieve LEED Certification. The design, construction, and operation of the proposed building may incorporate a series of green building strategies which may 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.

PRIOR TO THE ISSUANCE OF GRADING PERMITS:

29. **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.
30. **Traffic Control Plan.** A Traffic Control Plan shall be submitted for approval to the City Engineer.
31. **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 nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.
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. **Lot Merger Submittal.** Prior to the issuance of the first building permit, a Lot Merger shall be approved to merge the 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 rights-of-way.
 - f. **Street Trees.** All street trees within the public right of way shall be 24-inch box size or larger and planted an average of 30 feet on center within the parkway.
 - g. **Landscape Berms.** Screen walls along frontages shall include a 4:1 sloped landscape berm to visually reduce the screen wall height to eight feet or less, where possible.
 - 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 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 the southern boundary and Markham Street shall match existing screen walls with varied height and include landscaping, pilasters every 100 linear feet and a decorative cap, subject to the

review and approval of the Planning Division. Decorative screens wall along the east boundary shall also be provided in varying height from 6' as presented at the November 6, 2019, Planning Commission meeting.

- b. **Tubular fencing.** Shall be provided as shown on the fencing and wall plan presented at the Planning Commission meeting of November 6, 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 Electric 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 Accidental Zone II and compatibility Zones, B1, B2 and C2:
- 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 (DIF) 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.

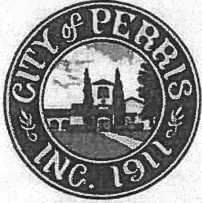
PUBLIC WORKS DEPARTMENT REQUIREMENTS

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

*Forwarded
to
applicant
10.4.19*

CONDITIONS OF APPROVAL

P8-1346

September 3, 2019, **Revised October 4, 2019**

DPR 18-00011 (Warehouse Building) & CUP 18-05300 (Trailer Parking Lot),
Duke Realty Corporation, Southeast Corner of Perry Street & Barrett Avenue

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the developer/property owner 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 their omission may require the site plan 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.

In the event of a conflict between any conditions stated below, those imposed by Planning Department and others, and requirements identified in the approved Traffic Impact Analysis, the most stringent in the opinion of the City shall prevail.

General Conditions:

1. The project grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff must have approval of adjacent property owners and City Engineer. The developer/property owner shall accept the offsite runoff and convey to acceptable outlet.
2. Prior to issuance of any permit, the developer/property owner shall secure City's and appropriate agencies' approvals of the improvement plans.

3. Prior to commencement of any construction or installation of fencing in public right-of-way, an encroachment permit shall be obtained from the City Engineer's office.
4. Truck access to the site shall be limited to and from I-215 and Harley Knox Boulevard, Perris Boulevard, Perry Street, and Indian Avenue. Truck access to and from Ramona Expressway is prohibited.

Prior to issuance of Grading Permit:

5. The developer/property owner shall sign the consent and waiver form to join the Lighting and Landscape District. The developer/property owner shall maintain all onsite and offsite landscaping. The proposed streetlights and portions of existing and new traffic signals shall be maintained by the City and cost paid by the developer/property owner through the said annexation. In the event Riverside County Flood Control and Water Conservation District (RCFCD) does not maintain the offsite drainage facilities, latter shall be annexed into City's Flood Control District for maintenance.
6. The developer/property owner shall submit the following to the City Engineer for review and approval:
 - A. Onsite Grading Plan and Erosion Control Plan – all pads shall be graded to be a minimum of 1' above adjacent finished grade. Plans shall show the approved WDID No.
 - B. Final Drainage Plan, Hydrology and Hydraulic Report
 - C. Final WQMP (for reference)
 - D. Water and Sewer Plan – Fire Department and Eastern Municipal Water District (EMWD) approvals are required prior to City Engineer's approval.
 - E. Street Improvement Plan
 - F. Signing and Striping Plan
 - G. Street Light Plan prepared by a registered Electrical Engineer per City of Perris Standards; streetlights shall be LS3-LED type.

The design shall be in compliance with EMWD, RCFCD, Riverside County Transportation Department, Caltrans, City of Perris, and ADA most recent standards, criteria, and requirements and in effect at the time of construction, and shall be coordinated with the approved plans of the adjacent developments.

7. The developer/property owner shall comply with RCFCDD correspondence dated March 28, 2019 as attached.
8. The developer/property owner shall construct a subsurface Reinforced Concrete Pipe (RCP) storm drain facility to convey the tributary 100-year runoff from the project's site's detention basin to the existing City maintained Line E-11 in Perris Boulevard, to include a maintenance access across road, per RCFCDD Standards, within an adequate dedicated easement as approved by the City Engineer.
9. The project is located within the limits of Perris Valley Area Drainage Plan (ADP) for which drainage fees have adopted by the City. The ADP fee, by agreement with the developer shall be triple the amount in effect at the time of payment, and shall be paid to the City.

Prior to Issuance of Building Permit:

10. A lot merger shall be filed and recorded.
11. All rights-of-way dedications along the property frontage on Perry Street and Barrett Avenue including the corner cut at the southeast corner of Perry Street and Barrett Avenue and the offset cul-de-sac at the southerly terminus of Barrett Avenue, shall be offered to the public in perpetuity. Dedications shall be free from all encumbrances as approved by the City Engineer.
12. Paved access shall be provided to the proposed building per the Precise Grading Plan.
13. The developer/property owner shall submit a compaction certification from the Soils Engineer in compliance with the approved geotechnical/soils report.

Prior to Issuance of Certificate of Occupancy:

14. Perry Street (Collector – 60'/40') along the property frontage within the 30' half width dedicated right-of-way shall be improved to provide for minimum of 30' pavement, 6' wide sidewalk, and street lights.

If the existing pavement is in good condition, the developer/property owner may use grind and overlay technique as determined by the City Engineer.

15. Barrett Avenue (Collector – 60'/40') along the property frontage within the 60' full width dedicated right-of-way shall be improved to provide for minimum of 36' pavement, offset cul-de-sac at the southerly terminus, 6" curb and gutter located 20' east and west of the centerline, and 6' wide sidewalk and street lights.

If the existing pavement is in good condition, the developer/property owner may use grind and overlay technique as determined by the City Engineer.

16. Traffic index of 7.0 shall be used for Perry Street and Barrett Avenue.
17. Existing power poles (under 66 kv) on Perry Street and Barrett Avenue along the property boundary shall be removed and cables undergrounded.
18. The westerly access driveway on Perry Street shall be restricted to right-in/right-out only.
19. This and other similar projects will significantly impact the transportation infrastructure within the City and adjacent communities. Subsequently, ensuing transportation infrastructure improvements will be required to mitigate the initial and ongoing impacts therefore, the project shall participate in the City's RBBB.
20. The developer/property owner shall pay the City \$100,000 for their contribution towards the implementation of interim and ultimate improvements to I-215/Ramona Expressway Interchange, I-215/Harley Knox Boulevard Interchange and other improvements. This one time contribution is above and beyond TUMF, DIF, RBBB and other City fees, and is not reimbursable.
21. ~~The developer/property owner shall participate in the cost of design and construction of improvements associated with the realignment of the intersection of Perry Street and Indian Avenue and installation of a traffic signal at the said intersection. The said intersection improvements will then accommodate the left turn movements from southbound Indian Avenue to Perry Street.~~ **Neighboring development is proposing to realign the intersection of Perry Street and Indian Avenue to a full turn/four way intersection and install a traffic signal.**

Although - per Condition No. 4 - the truck access of the subject development is restricted to right-out only on Indian Avenue, the developer/property owner of the subject development has volunteered to participate in the cost of design and construction of the improvements associated with the realignment of the intersection of Perry Street and Indian Avenue and installation of the traffic signal, since the said improvements would accommodate trucks left turn movements from southbound Indian Avenue to Perry Street.

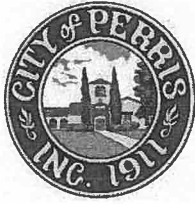
Therefore, in the event that the neighboring development, or the City, proceeds with the said improvements prior to issuance of the Occupancy permit, the developer/property owner of the

subject development shall pay his fair share of the improvements pursuant to a subsequent agreement, as approved and determined by the City Engineer.

22. The developer/property owner shall provide for utility trench surface repair as directed by the City Engineer.
23. Any appurtenances damaged or broken during the development of this project shall be repaired or removed and replaced by the developer/property owner to the satisfaction of the City Engineer. Any survey monuments damaged or destroyed shall be reset by qualified professional pursuant to the California Business and Professional Code 8771.



Stuart E. McKibbin
City Engineer



CITY OF PERRIS
PUBLIC WORKS DEPARTMENT
101 North D Street
Perris, California 92570
951-657-3280

MEMORANDUM

Date: December 6th, 2018
To: Planning Department
From: Public Works
Subject: Public Works Comments – DPR 18-00011

Case No./Project Description	Location	Comments
DPR 18-00011	South of Perry Boulevard, North of Ramona Expressway.	<ul style="list-style-type: none">• Annexation into Special Districts is required; Landscape Maintenance, 84-1, and Flood Control, pending Engineering's conditions/comments.• Irrigation and landscape plans are required for review and approval, identify irrigation source, and add mow curb to identify City Maintained and Privately Maintained Landscaping clearly defined and labeled.• Plans should reflect specifications for sidewalks, curb and gutter, pending Engineer's conditions/comments.• Detention basin required on-site for surface flow water mitigation, identifying surface flow, stamped by a Registered Civil Engineer in the State of California, pending Engineer's conditions/comments.• Required to comply with Fly-Over path requirements.• Identify type of screen wall.



Dennis Grubb and Associates, LLC

Assisting Cities Build Safe Communities

Fire Department Development Review Comments

*sent to applicant
no email*

December 3, 2018

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

Subject: Development Review for Industrial Building; DPR 18-00011

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 at all times.
5. Prior to construction a temporary address sign shall be posted and clearly visible from the street.
6. 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.
7. City of Perris approval shall be obtained prior to the storage and/or use of hazardous materials as defined by the California Fire Code.
8. 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

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

Planning Case File No(s): DEVELOPMENT PLAN REVIEW #18-00011

Case Planner: Mary Blais (951) 943-5003, 252.

Applicant: Duke Realty, LP

Location: South of Perry Blvd., North of Ramona Expressway

Project: Proposal to construct a 144,000 sq. ft. (speculative) industrial building along with required landscaping, parking and on a 7.26-acre site located south of Perry Blvd., north of Ramona Expressway in a Light Industrial zoning district, within the Perris Valley Commerce Center Specific Plan.

APN(s): 302-060-011, 302-060-026, 302-060-030, 302-060-031

Reviewed By: Jesse Sanchez, CBO

Date: 12/3/18

BUILDING AND SAFETY 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. The Parcel map shall record prior to the issuance of any permits
5. All signs shall be Underwriters Laboratories, or equal, approved.
6. 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

1. 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
2. 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.

FIRE CONDITIONS

1. Provide a fire flow report from the hydrant closest to the property. A City of Perris Water Availability/Fire Flow Form shall be completed. The form can be obtained from the City of Perris Development Services Department.
2. Identify all public fire hydrants closest to the property.
3. Provide a fire department access plan. 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. The guideline can be obtained from the City of Perris Development Services Department or via the internet; <http://www.cityofperris.org/city-hall/forms/fire-forms/FireAccessGuideline.pdf>. At a minimum the access plan shall have the following:
 - Access road location
 - Roadway weight capacity (Minimum 68,000 pounds required, see Guideline Section 2-A)
 - Turning radius & grade
 - Signage detail and location (Red Curbs, Entrance sign, Fire Lane, Gates, etc) see Guideline Section 3
 - Gates shall be identified if they are manually or electrically operated. If manual specify the gate will be provided with a Knox-lock; if electrical specify and show location of the over-ride Knox switch (see Guideline Section 5-F)
 - Location of all fire hydrants (min 40' from building) and fire department connection/s
 - Location of all fences and walls that could obstruct fire department access shall be identified.

City of Perris prior to installation.

9. 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.

10. Prior to the issuance of a Certificate of Occupancy the building shall be provided with an emergency radio communication enhancement system. The emergency radio communication enhancement system shall meet the requirements of CFC § 510 and all applicable subsection. The system shall be installed and inspected by the City of Perris Building Department before the Certificate of Occupancy is issued. The requirement can be waived by the Fire Marshal if the building is evaluated by an Emergency Radio Communication Specialist who certifies the building meets the emergency communications capability as specified by the California Fire Code § 510. The certification shall be in the form of a written report which outlines the analysis used in determining the building meets the emergency communications without an enhancement system.

Respectfully,

Dennis Grubb, CFPE

EXHIBIT B
VICINITY MAP
DPR 18-00011

VICINITY MAP

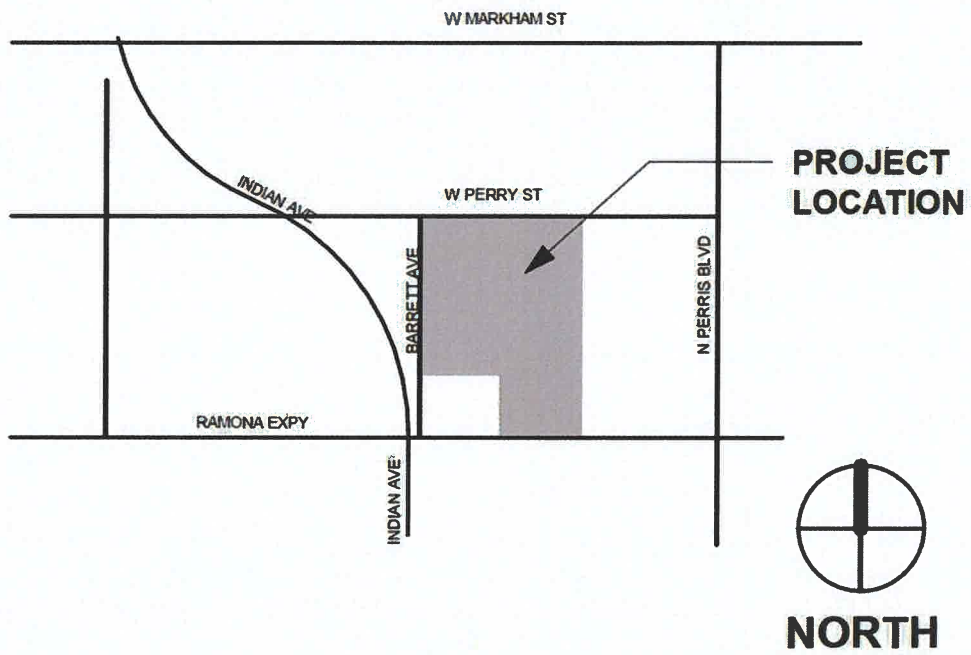


EXHIBIT C
AERIAL PHOTO
DPR 18-00011

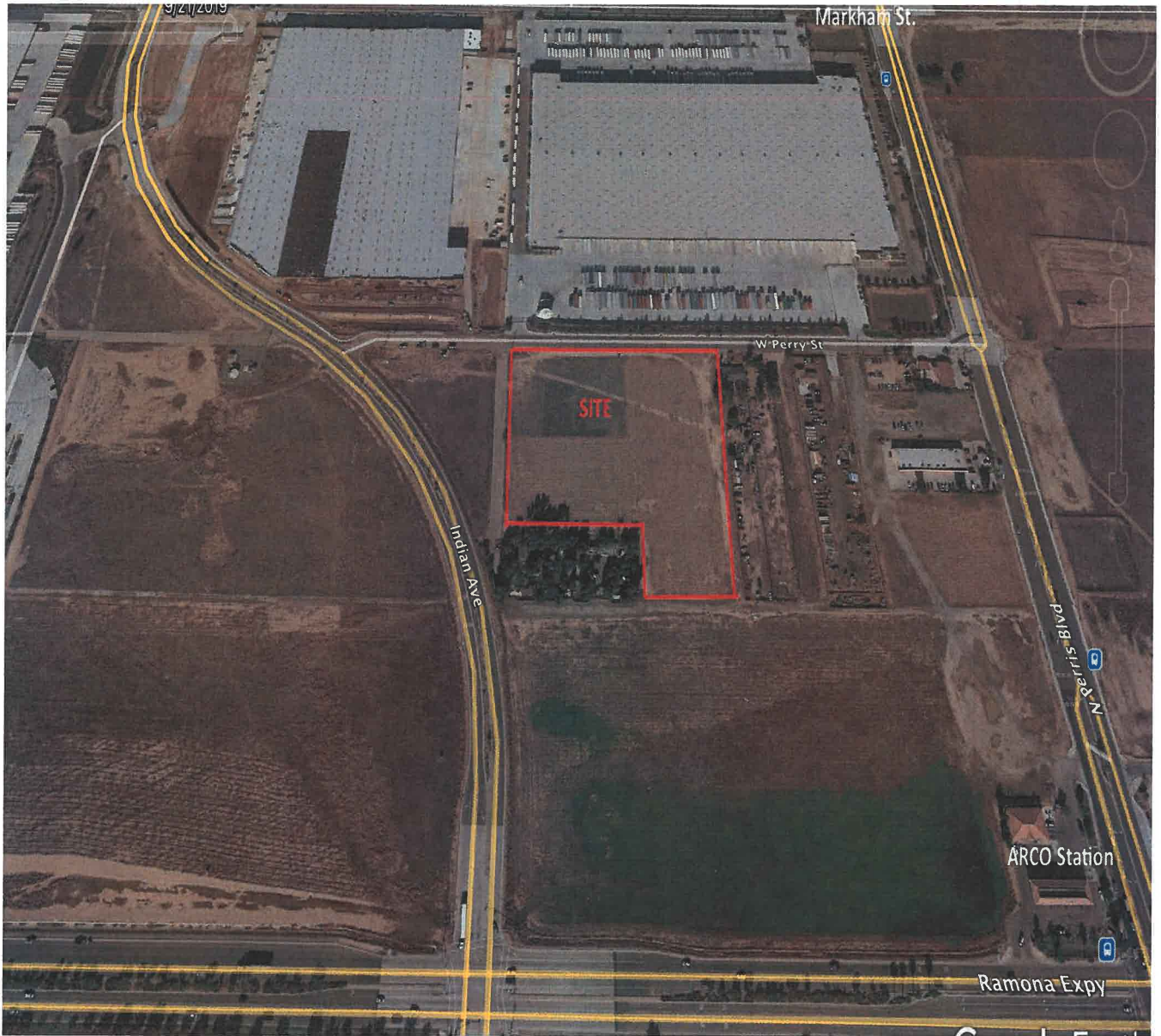


EXHIBIT E
MARB ZONE
DPR 18-00011

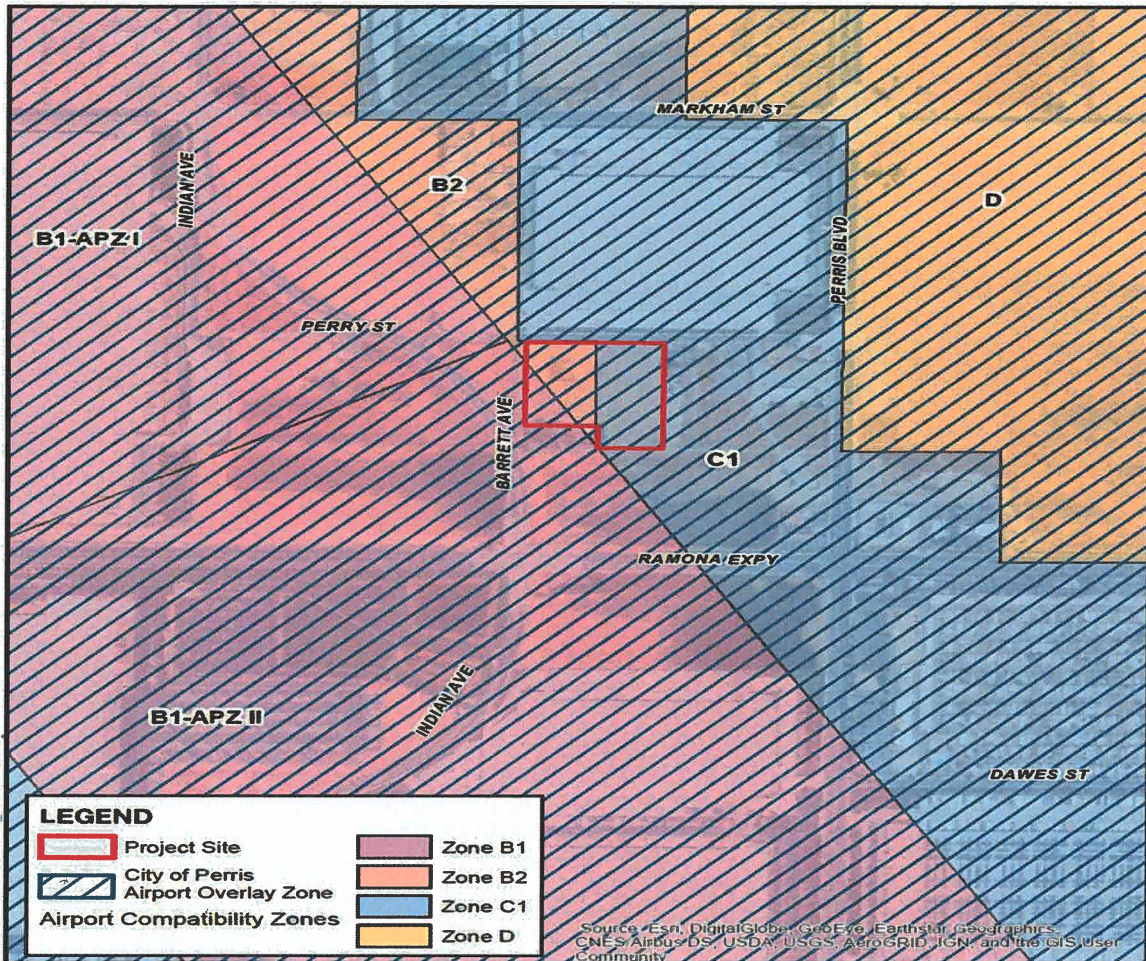
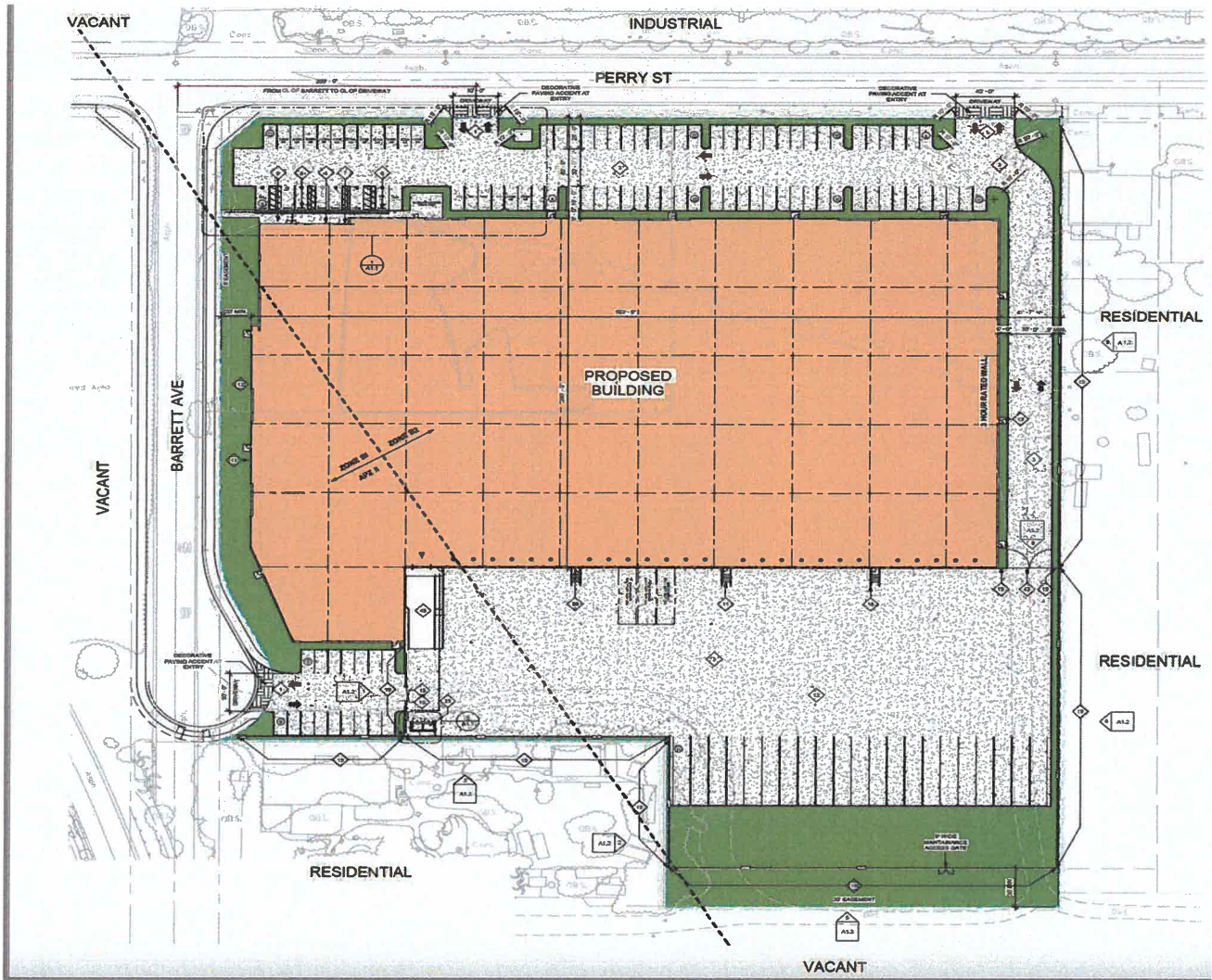
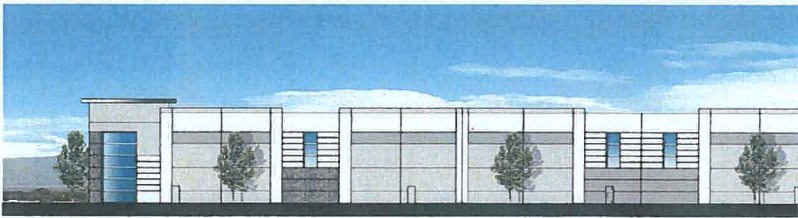


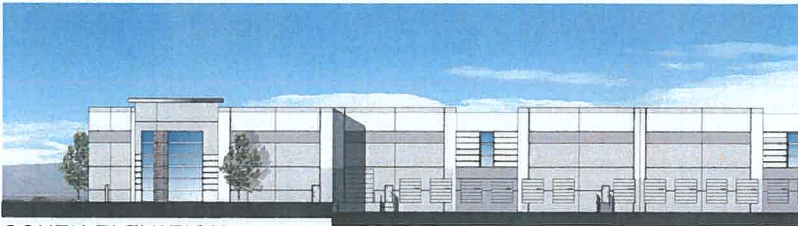
EXHIBIT F
DPR 18-00011
SITE PLAN & ARCHITECTURE



↑
North



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



HERDMAN
ARCHITECTURE + DESIGN

DUKE REALTY
PERRY & BARRETT, PERRIS, CA

03.12.2019
H-A+D JOB NO: A18-2068



HERDMAN
ARCHITECTURE + DESIGN

**PERRY STREET & BARRETT AVENUE
PERRIS, CA**

10.15.2019
H-A+D JOB NO: A18-2068

DukeREALTY
RELIABLE. ANSWERS.

RESOLUTION NO. 19-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ADOPTING MITIGATED NEGATIVE DECLARATION NO. 2343, AND APPROVING DEVELOPMENT REVIEW PLAN 18-00011 FOR THE DEVELOPMENT OF A 148,297 SQUARE FOOT (SF) INDUSTRIAL BUILDING ON A 7.26-ACRE SITE IN A LIGHT INDUSTRIAL ZONING DISTRICT, WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN, LOCATED AT THE SOUTHEAST CORNER OF PERRY STREET AND REDLANDS AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the property for DPR 18-00011 is more particularly described as Assessor Parcel Number's 302-060-011, 302-060-026, 302-060-030, 302-060-031; and

WHEREAS, the applicant, Duke Realty, filed a Development Plan Review (DPR) application on October 31, 2018, to develop a 148,297 SF industrial, non-refrigerated warehouse distribution building on a 7.26-acre lot in an Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP), generally located southeast corner of Perry Street and Barrett Avenue; and

WHEREAS, the proposed project is consistent with the Perris Valley Commerce Center Specific Plan, 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, the proposed site is located within the MARB Accident Potential Zones I and II (APZ I/APZ II) and Compatibility Zones B1, B2 and C1 (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 PVCCSP, which requires projects within APZ 1 and APZ II to comply with the mitigation measures as Standard Conditions of Approval; and

WHEREAS, the Initial Study/MND was circulated for a 30-day period between August 14, 2019, through September 12, 2019, to the State Clearinghouse, Responsible Agencies, and interested parties for review and comment and no new effects were identified during the 30-day public comment period and the Development Plan Review 18-00011 has been duly noticed; and

WHEREAS, on November 6, 2019, the Planning Commission conducted a legally noticed public hearing on Development Plan Review 18-00011, 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

EXHIBIT G

WHEREAS, the City has complied with the California Environmental Quality Act; 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 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 Mitigated Negative Declaration (#2343) has been prepared pursuant to the California Environmental Quality Act (CEQA).

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 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 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 development is consistent with the General Plan and the PVCCSP, both of which contemplate light 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 proposal provides superior architecture and site design and meets or exceeds all design and development criteria of the underlying LI zoning district and the PVCCSP, which implements the goals and policies of the General Plan and PVCCSP.

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 is located at the southeast corner of Perry Street and Barrett, which allows for adequate two-way access from both frontages and provides for the logical extension of infrastructure to service the site. The site is physically suitable to accommodate the proposed development as it is already disturbed and surrounded by compatible uses in an area that is rapidly transitioning to more intensive industrial uses as contemplated by the PVCSSP. The parcel's size and shape easily accommodate the proposed development, as the proposed site layout and design meet or exceed 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 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, in that the project 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 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 PVCCSP architectural design standards, which require consistent use of varied colors, textures and materials, human-scale proportion, and the use of durable and low maintenance materials. It provides a modern architecture style, with an articulated façade and the application of cohesive 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 for the adjacent, existing non-conforming residences.

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 the Light Industrial (LI) zoning district as outlined in Section 19.70 of the Zoning Code as well as those specified in the PVCCSP, by providing 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, and building foundation plantings have been incorporated, 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 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.

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 adopts the Mitigated Negative Declaration 2343, and approves Development Plan Review (DPR) 18-00011 develop a 148,297 SF industrial building on a 7.26-acre lot in a Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCCP), 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 6^h day of November 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 19-22 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 6th day of November 2019, and that it was so adopted by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Secretary, Planning Commission

Planning Commission Agenda

CITY OF PERRIS
November 06, 2019

Item 7B

Scoping Meeting for an Environmental Impact Report (EIR) 19-05180, associated with Development Plan Review (DPR) 19-00004, Tentative Parcel Maps 37437 (TPM 19-05058) and 37438 (TPM 19-05096) aka IDI Rider 2 & 4



CITY OF PERRIS

PLANNING COMMISSION

AGENDA SUBMITTAL

MEETING DATE:

November 6, 2019

SUBJECT:

Scoping Meeting for an **Environmental Impact Report (EIR) 19-05180, associated with Development Plan Review (DPR) 19-00004, Tentative Parcel Maps 37437 (TPM 19-05058) and 37438 (TPM 19-05096) aka IDI Rider 2 & 4** – A proposal to construct two industrial buildings totaling 1,373,449 SF and improvements to the Perris Valley Storm Drain Channel on 94.7-acres located north of Rider Street, east of Redlands Avenue and south of Morgan Street in the Light Industrial (LI) zone within the Perris Valley Commerce Center Specific Plan (PVCC Specific Plan). **Applicant:** Mr. Steve Hollis, IDI Logistics

REQUESTED ACTION:

Conduct a public Scoping Meeting to review, discuss and provide direction to staff regarding the proposed project, and provide feedback for integration into the Draft Environmental Impact Report for the IDI Rider 2 & 4 project.

CONTACT:

Kenneth Phung, Planning Manager

BACKGROUND/DISCUSSION:

The applicant, IDI Logistics, has applied for various discretionary approvals to construct the Rider 2 & 4 industrial buildings totaling 1,373,449 SF and the Perris Valley Storm Drain (PVSD) Channel Improvements (“the Project”), which requires the preparation of an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA). The Project encompasses 94.7-acres, generally located north of Rider Street, east of Redlands Avenue, and south of Morgan Street. The proposal also includes an approximately 3,490-foot segment of the PVSD Channel, which forms the eastern Project boundary. The Project is located in the southeast portion of the PVCCSP, within the Light Industrial (LI) zoning designation. The Project generally encompasses three (3) main components as summarized below:

- Rider 2 High Cube Warehouse on approximately 38.3 net acres, located south of the Colorado River Aqueduct (CRA) (the CRA is within Metropolitan Water District [MWD] property), north of Rider Street, east of Redlands Avenue, and west of the PVSD Channel.
- Rider 4 High Cube Warehouse on approximately 26.7 net acres located south of Morgan Street, north of the MWD property, east of Redlands Avenue, and west of the PVSD Channel.
- PVSD Channel Improvement on about 29.7 acres, extending along the PVSD Channel from an area approximately 100 feet north of Morgan Street to approximately 120 feet south of Rider Street.

The development will involve the construction and operation of two industrial buildings (Rider 2 and Rider 4) totaling 1,373,449 square feet (SF) and the construction and subsequent operation and maintenance of improvements to the PVSD Channel along the eastern portion of the Project site.

The proposed Rider 2 building would be 806,351SF, and the proposed Rider 4 building would be 567,098SF. Each building would accommodate high-cube, non-refrigerated warehouse/distribution uses. The buildings

would be up to 44-feet 10-inches high. The warehouses would be constructed as “speculative” buildings, and it is anticipated that the buildings could operate 24 hours a day, seven days a week.

Several discretionary approvals are required by the City including the following:

- Certification of the EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA (Case No. 19-05180).
- Development Plan Review (DPR) (Case No. 19-00004) for the Rider 2 and Rider 4 site for site layout, architecture and improvements.
- Tentative Parcel Map (TPM) No. 37437 for the Rider 2 site (Case No. 19-05058) to merge five existing parcels into one parcel and one lettered lot for dedication to the RCFC&WCD; and, vacate all or portions of the rights-of-way of three unimproved streets, including Redlands Avenue, Kitching Street, and Adams Street.
- Tentative Parcel Map (TPM) No. 37438 for the Rider 4 site (Case No. 19-05096) to merge four existing parcels into one parcel and one lettered lot for dedication to the RCFC&WCD; and, vacate all or portions of the rights-of-way of two unimproved streets (Kitching Street and Sinclair Street).

A preliminary analysis of the proposed Project is provided in the attached staff report. Generally, the Project expands the existing warehouse distribution uses in the area, which is permitted uses within the LI Zone and contemplated by the PVCCSP and the City’s General Plan.

The Project area is located approximately two miles southeast of March Air Reserve Base/Inland Port (MARB/IP), is within the MARB/IP Airport Influence Policy Area and is within the City’s Airport Overlay Zone. The project is an allowed use in the adopted MARB ALUC and will be designed and conditioned to meet the 2014 MARB/Inland Port Airport Compatibility Plan relative to uses within Compatibility Zones C1 and D to protect flight paths and minimize impacts to residents and employees within the subject area.

The proposed Project will be designed in compliance with the applicable industrial development and design standards, policies and guidelines outlined in the PVCC Specific Plan and underlying LI 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. Access to the Rider 2 site would be provided from new driveways along Redlands Avenue and Rider Street, and access to the Rider 4 site would be provided from new driveways along Redlands Avenue, Morgan Street, and Sinclair Street and new street and other improvements will be required to mitigate impacts. The Project will also be required to utilize the established Truck Haul Route identified in the PVCC Specific Plan and provide a Traffic Impact Analysis that evaluates truck travel to the future Placentia Interchange. The proposed buildings will be designed in a modern architectural style that meets the intent of the PVCC Specific Plan, while integrating with existing buildings within the IDI complex. In addition, architecturally integrated screen walls will be incorporated to shield on-site loading operations, and the Project will include a minimum of 12% landscaping.

After completing a preliminary review of the project, the City made a determination that a project-specific EIR was required for the proposed Project, and therefore an Initial Study was not required to be prepared for the project. Based on currently available information, City has also determined that the Project would have no impacts or less than significant impacts related to mineral resources, population and housing, and wildfire. Therefore, no further analysis of these environmental topics will be provided in the Draft EIR. Pursuant to §15082 of the State CEQA Guidelines, a Notice of Preparation (NOP) was delivered to the Office of Planning and Research on October 15, 2019, as well as each responsible and trustee agency, entities and individuals, which requested notice and adjacent property owners within 300’ of the project inviting comments regarding the scope and content of environmental information to be included in the Draft EIR. The NOP allows thirty (30) days from the date of the NOP to provide written comments to the City.

As part of the EIR process, the City of Perris is conducting a Scoping Meeting with the Planning Commission and interested agencies and community members to provide background information on

environmental impact reports, provide a brief overview of the Project and solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. Issues identified during this Scoping Meeting will also be addressed in the Draft EIR (as appropriate). A preliminary analysis of the Project suggests that the forthcoming Draft EIR, and the supporting technical studies to be included in the Draft EIR, should address the following environmental topics due to the potential for significant impacts, and mitigation measures will be identified, if necessary:

- *Aesthetics*
- *Agriculture and Forestry Resources*
- *Air Quality*
- *Biological Resources*
- *Cultural Resources*
- *Energy*
- *Geology and Soils*
- *Greenhouse Gas Emissions*
- *Hazards and Hazardous Materials*
- *Hydrology and Water Quality*
- *Land Use and Planning*
- *Noise*
- *Public Services*
- *Recreation*
- *Transportation*
- *Tribal Cultural Resources*
- *Utilities and Service Systems*

The rationale for studying each of the above topics is summarized in the attached staff report. Following this Scoping Meeting, T&B Planning, Inc. will prepare a Draft EIR in compliance with the California Environmental Quality Act (CEQA). Upon completion of the DEIR, Staff will circulate the document for public review, respond to comments received during the circulation period of the DEIR, and then prepare a Final EIR, which will be brought back to the Planning Commission for approval consideration.

A public notice for the Scoping Meeting was sent to property owners within 300 feet of the project site and public agencies. As of the writing of this report, only a letter from Riverside County ALUC was received, indicating that the project does not require ALUC review. Any additional comments received will be addressed in the EIR.

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:

- Exhibit A – Vicinity Map
- Exhibit B – Aerial Map
- Exhibit C – PVCCSP Land Use Plan
- Exhibit D – NOP
- Exhibit E – Agency Letters
- Exhibit F – Site Plan, Landscape, Architecture

NOP is on File at the Planning Department and available online at:

<http://www.cityofperris.org/city-hall/departments/development/planning.html>

Consent:

Public Meeting: November 6, 2019

Workshop:

Presentation:

Other:

CITY OF PERRIS
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION

PROJECT REPORT

Date: November 6, 2019 - Planning Commission

Cases(s): Environmental Impact Report (EIR) 19-05180, associated with Development Plan Review (DPR) 19-00004, Tentative Parcel Maps 37437 (TPM 19-05058) and 37438 (TPM 19-05096) *aka IDI Rider 2 & 4*

Environmental Determination: Draft Environmental Impact Report in Process

Project Planner: Mary Blais

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

Location: North of Rider Street, east of Redlands Avenue, and south of Morgan Street; an approximately 3,490-foot segment of the PVSD Channel forms the eastern Project boundary.

PROJECT DESCRIPTION: A proposal to construct two industrial buildings totaling 1,373,449 SF and improvements to the Perris Valley Storm Drain Channel on 94.7-acres located north of Rider Street, east of Redlands Avenue and south of Morgan Street within the Light Industrial (LI) zone of the Perris Valley Commerce Center Specific Plan (PVCC Specific Plan).

Related Cases: Preliminary Review (PR 17-05254)

Acreage/APN's: 94.7 acres/APN's: 303-170-004, -005, -011 and -014; 303-160-002, -003, -007, -009, and -010; 303-160-016; 303-160-008, and 303-170-016 and -017.

ZONING AND LAND USE:

Existing Zoning: Perris Valley Commerce Center Specific Plan (PVCCSP) – Light Industrial (LI) and the PVSD Channel is designated for the Future Perris Valley Storm Drain.

Surrounding Zoning:

<i>Direction</i>	<i>Zoning</i>
North	PVCCSP – LI
South	PVCCSP – LI
East	PVCCSP – LI, PVSD Channel, New Horizons SP
West	PVCCSP – LI

Surrounding Land Uses:

<i>Direction</i>	<i>Zoning</i>
North	Undeveloped Vacant; Morgan St.
South	Vacant land, non-conforming residential uses, and the Southern California Edison (SCE) Bunker Substation
East	PVSD Channel; Vacant land within the New Horizons Specific Plan (across PVSD Channel)
West	Industrial Uses; Rider 3 Under Construction

ANALYSIS & REVIEW:

PROJECT BACKGROUND:

The proposed Rider 2 and Rider 4 industrial buildings totaling 1,373,449 SF and the Perris Valley Storm Drain (PVSD) Channel Improvements located at the northeast corner of Redlands Avenue and Rider Street are part of a larger development plan by IDI Logistics to invest in the City of Perris. The applicant purchased the Rider 1 and 3 warehouses nearby, which were previously approved, and is anticipated to complete construction first quarter of 2020. Rider 1 was approved in 2007 (DPR 06-0365) is 492,282 square feet (SF), and Rider 3 was approved in 2009 (DPR 06-0432) and is 643,263 SF. It should also be noted that in 2008 development of a smaller warehouse was approved on the Rider 2 site (378,521 SF) but was not constructed.

The development sites are currently undeveloped and generally flat and descend gradually to the southeast. These sites can generally be characterized as disked and disturbed vacant lands that were historically utilized for agricultural purposes. The PVSD is an engineered flood control channel that is mowed and maintained on an annual basis by the Riverside County Flood Control & Water Conservation District (RCFC&WCD).

PROJECT LOCATION/DESCRIPTION:

The applicant, IDI Logistics, has applied for various discretionary approvals to construct the Rider 2 & 4 High Cube Warehouses and the Perris Valley Storm Drain (PVSD) Channel Improvements (“the Project”), which requires the preparation of an Environmental Impact Report

pursuant to the California Environmental Quality Act (CEQA). The Project encompasses 94.7-acres, generally located north of Rider Street, east of Redlands Avenue, and south of Morgan Street. The proposal also includes an approximately 3,490-foot segment of the PVSD Channel, which forms the eastern Project boundary. The Project is located in the southeast portion of the PVCC Specific Plan, within the Light Industrial (LI) zoning designation. The Project generally encompasses three (3) main components as summarized below:

- Rider 2 High Cube Warehouse on approximately 38.3 net acres, located south of the Colorado River Aqueduct (CRA) (the CRA is within Metropolitan Water District [MWD] property), north of Rider Street, east of Redlands Avenue, and west of the PVSD Channel.
- Rider 4 High Cube Warehouse on approximately 26.7 net acres located south of Morgan Street, north of the MWD property, east of Redlands Avenue, and west of the PVSD Channel.
- PVSD Channel Improvement on about 29.7 acres, extending along the PVSD Channel from an area approximately 100 feet north of Morgan Street to approximately 120 feet south of Rider Street.

The development will involve the construction and operation of two industrial buildings (Rider 2 and Rider 4) totaling 1,373,449 square feet (SF) and the construction and subsequent operation and maintenance of improvements to the PVSD Channel along the eastern portion of the Project site.

The proposed Rider 2 building would be 806,351 SF and the proposed Rider 4 building would be 567,098 SF. Each building would accommodate high-cube, non-refrigerated warehouse/distribution uses. The buildings would be up to 44-feet 10-inches high. The warehouses would be constructed as “speculative” buildings and it is anticipated that the buildings could operate 24 hours a day, seven days a week.

As noted above, to implement the project, various discretionary approvals are required by the City including the following:

- Certification of the EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA (Case No. 19-05180).
- Development Plan Review (DPR) (Case No. 19-00004) for the Rider 2 and Rider 4 site for site layout, architecture and improvements.
- Tentative Parcel Map (TPM) No. 37437 for the Rider 2 site (Case No. 19-05058) to merge five existing parcels into one parcel and one lettered lot for dedication to the RCFC&WCD; and, vacate all or portions of the rights-of-way of three unimproved streets, including Redlands Avenue, Kitching Street, and Adams Street.
- Tentative Parcel Map (TPM) No. 37438 for the Rider 4 site (Case No. 19-05096) to merge four existing parcels into one parcel and one lettered lot for dedication to the “Riverside County Flood Control & Water Conservation District” (RCFC&WCD); and, vacate all or portions of the rights-of-way of two unimproved streets (Kitching Street and Sinclair Street).

Access to the Rider 2 site would be provided from new driveways along Redlands Avenue and

Rider Street, and access to the Rider 4 site would be provided from new driveways along Redlands Avenue, Morgan Street, and Sinclair Street. In addition to the driveway access improvements, the Project would include site adjacent intersection and roadway improvements.

South of the Rider 4 site, the Project would include an approximately 90-foot greenbelt, north of and outside the MWD right-of-way. The greenbelt would include a meandering 15-foot wide decomposed granite trail, landscaping and a turnaround, consistent with the requirements outlined in the PVCCSP for the “MWD Trail.”

The Project is required to provide employee amenities per Chapter 19.44.080(b)(4) and PVCCSP standards Section 8.2.1 as each of the proposed buildings is greater than 100,000 SF. Site and landscape plans will also reserve open space for outdoor recreation and dining.

Construction of the Project is expected to begin in the fall 2020 and be completed by the fall of 2021. Since the construction of the PVSD Channel improvements would involve excavation and require approximately 140,000 cubic yards (cy) of soil export, the exported soil would be taken to the Rider 2 and Rider 4 sites using scrapers, which eliminates the need for trucks to haul the soil. It is anticipated the earthwork would balance within the Project area.

PLANNING AREA:

The proposed development is located in Planning Area 3, which consists of large tracts of land currently used for agricultural. The land uses in this area are expected to convert to use that is compatible with commercial and industrial uses due to their proximity to the I-215 corridor. Infrastructure improvements will be upgraded and sized to accommodate trucks and vehicles associated with future distribution centers and other contemplated uses, which are intended to provide jobs for local residents.

PROJECT ANALYSIS:

GENERAL PLAN AND ZONING CONSISTENCY

The Project is designated as Light Industrial (LI) 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 uses in the area, which is permitted uses within the LI Zone and contemplated by the PVCCSP and the City’s General Plan. More specifically, as identified in the PVCC Specific Plan, the LI designation allows for light industrial uses and related activities, including manufacturing, research, warehousing/distribution, related office, assembly of non-hazardous products, and materials, and retailing related to manufacturing. No outdoor storage is permitted, and the applicant is not proposing outdoor storage. The project is also consistent with the surrounding LI zoning land use, providing for the development of industrial uses that will support a wide range of manufacturing and non-manufacturing uses, which is consistent with the PVCC Specific Plan. The proposed Project implements the PVCC Specific Plan and is therefore consistent with the City’s General Plan. It will be 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 and is consistent with Regional Plans including the March Air Reserve Base (MARB), discussed in more detail below. As such, the proposed project is consistent with the PVCCSP land use designation of the LI and the General Plan-identified uses for the Northern Industrial planning area of the General Plan.

MARB AIRPORT LAND USE COMPATIBILITY PLAN

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

The project is an allowed use in the adopted MARB ALUC and will be designed and conditioned to meet the 2014 MARB/Inland Port Airport Compatibility Plan relative to uses within Compatibility Zones C1 and D in order to protect flight paths and minimize impacts to residents and employees within the subject area.

PVCC SPECIFIC PLAN DEVELOPMENT STANDARDS

Development Standards

The proposed Project will be designed in compliance with the applicable industrial development and design standards, policies and guidelines outlined in the PVCC Specific Plan and underlying LI 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 will be verified to ensure compliance with development codes for the LI Zone and the PVCCSP.

Parking

The Project is subject to the Parking and Loading Standards of the P.M.C. Section 19.69, which requires that all industrial developments provide off-street parking. Required parking will include automobile parking, accessible parking, tractor-trailer parking, loading, bicycle and motorcycle parking, as well as provisions for Electric Vehicle Charging (EVC) and Clean Air Vehicles. Automobile and tractor-trailer parking would be provided in excess of parking requirements outlined in the PVCCSP and would, therefore, meet or exceed the City's Parking Code, with regard to standard and accessible parking and loading facilities.

ACCESS, TRAFFIC CIRCULATION

On-Site Access

Access to the Rider 2 site would be provided from new driveways along Redlands Avenue and Rider Street, and access to the Rider 4 site would be provided from new driveways along Redlands Avenue, Morgan Street, and Sinclair Street. In addition to the driveway access improvements, the Project would include site adjacent intersection and roadway improvements.

Truck Haul Route

The City has adopted specific truck routes throughout the PVCCSP area in an effort to separate passenger and truck traffic and move truck traffic efficiently through the PVCCSP area while avoiding residential communities as much as possible. Truck traffic generated by the Project will be required to utilize the established truck haul route.

INFRASTRUCTURE IMPROVEMENTS

Street Improvements

Morgan Street is unimproved along the northern boundary of the Rider 4 site; Redlands Avenue is under construction along the western boundaries of the Rider 2 and Rider 4 sites (estimated to be completed in October 2019), and Rider Street is partially improved along the southern boundary of the Rider 2 site. Rider Street would be constructed to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way), and Morgan Street would be constructed to its ultimate half-section width as a Local Street (60-foot right-of-way). Redlands Avenue is being constructed to its ultimate full-width as a Secondary Arterial as part of the Rider 1 and Rider 3 projects. The intersection locations that require improvements will be determined based on the Project-specific traffic analysis, but the locations would include the Redlands Avenue intersections with Morgan Street, Sinclair Street, and Rider Street.

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

On-site Storm Drain, Utility Improvements

The Project would also include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse uses. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project site or new utility lines that would be installed in the roadways adjacent to the Project site. PVCMDP Lateral G-2 would be constructed as an open channel within the greenbelt area south of Rider 4 site and would connect underground to the PVSD Channel to the east, and to the portion of the Lateral G-2 constructed under Redlands Avenue as part of the Rider 3 project to the west.

PVSD Improvements

The Project involves improvements to the PVSD Channel, which consists of the Phase 1 of a larger channel improvement project, which would ultimately extend north to just past Ramona Expressway and south of Rider Street. Phase 1 PVSD Channel improvements begin approximately 100 feet north of Morgan Street and would transition to a 550-foot-wide channel. The proposed PVSD Channel right-of-way would be up to 580-foot-wide and would include 15-foot wide access roads on each side until it reaches the CRA. The Project has been designed to protect the Colorado River Aqueduct (CRA) and associated existing MWD manholes in place.

Downstream of the CRA, the PVSD Channel would be deepened and would transition with an engineered drop structure at the MWD easement to a 440-foot-wide channel with a 56-foot-wide by 5-foot-deep low flow channel. In this area, the proposed PVSD Channel right-of-way would be 495 feet wide and would also include 15-foot wide access roads on each side. The PVSD Channel would be earthen except in the vicinity of the engineered drop structure and Rider Street Bridge, where it would have concrete side slopes. Erosion protection features would be installed, and existing storm drain inlets that tie into the PVSD would be reconstructed as part of the Project.

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

LANDSCAPING

The PVCCSP requires landscaping to be provided at a minimum rate of 12% for the Light Industrial zone across the site. Landscaped parkways would be provided along adjacent roadways; Redlands Avenue, Markham Street, and Rider Street are designated as a Major Roadway Visual Corridors in the PVCCSP. South of the Rider 4 site, the Project includes an approximately 90-foot greenbelt, north of and outside the MWD right-of-way. The greenbelt would include a meandering 15-foot wide decomposed granite trail, landscaping and a turnaround, consistent with the requirements outlined in the PVCCSP for the "MWD Trail." The Project would also comply with the PVCCSP employee amenities guidelines by providing employee break areas, as required. Finally, extensive landscaping would be provided along the eastern site boundaries to screen views of the proposed buildings from planned park uses and existing residential uses to the east.

Overall, the landscape design will provide for a mixture of native and drought-tolerant trees (on-site and off-site street trees), as well as shrubs, ground cover, and seasonal color to effectively frame and embellish access points and building entries and screen and soften screen walls and parking areas, which is consistent with the PVCCSP.

PERIMETER WALLS, FENCING

The proposed Project will utilize a combination of screen walls and fencing along the site boundaries for screening, privacy, noise control, and security. Screen walls would be decorative and architecturally integrated with the building and broken-up through columns and other features to softening the design.

BUILDING ARCHITECTURE

The architectural style of the proposed buildings will be a modern architecture style with large expanses of window glazing, horizontal form-lined panels, color accents and treatments that 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.

AGENCY LETTERS

As of the writing of this report, a letter from Riverside County ALUC (attached) was received, indicating that the project does not require ALUC review. All comments outlined in the letters received will be addressed in the EIR. Further, all commenting agencies will be forwarded a copy of the Draft EIR when it is complete for review and comment.

ENVIRONMENTAL IMPACT REPORT SCOPING:

After completing a preliminary review of the project, the City made a determination that a project-specific EIR was required for the proposed Project, and therefore an Initial Study was not required to be prepared for the project. Based on currently available information, City has also determined that the Project would have no impacts or less than significant impacts related to mineral resources, population and housing, and wildfire. Therefore, no further analysis of these environmental topics will be provided in the Draft EIR.

Pursuant to §15082 of the State CEQA Guidelines, a Notice of Preparation (NOP) was delivered to the Office of Planning and Research on October 14, 2019, as well as each responsible and trustee agency, entities and individuals, which requested notice and adjacent property owners within 300' of the project inviting comments regarding the scope and content of environmental information to be included in the Draft EIR. The NOP allows thirty (30) days from the date of the NOP to provide written comments to the City.

As part of the EIR process, the City of Perris is conducting a Scoping Meeting with the Planning Commission and interested agencies and community members to provide background information on environmental impact reports, provide a brief overview of the Project and solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. Issues identified during this Scoping Meeting will also be addressed in the Draft EIR (as appropriate).

A preliminary analysis of the Project suggests that the forthcoming Draft EIR, and the supporting technical studies to be included in the Draft EIR, should address the following environmental topics due to the potential for significant impacts, and mitigation measures will be identified, if necessary:

- ***Aesthetics.*** The Project, which is in a non-urbanized area, would alter the existing visual character of the Project area and would introduce new sources of light during construction and operation. The Draft EIR will evaluate the potential for the Project to have an adverse effect on a scenic vista, to degrade the visual character of the area character, and to create potential light and glare impacts. The Project site is not within a State scenic highway, which will be discussed in the Draft EIR.
- ***Agriculture and Forestry Resources.*** Based on the California Department of Conservation's (DOC's) 2016 Farmland Mapping and Monitoring Program (FMMP), the Rider 2 and Rider 4 sites include Farmland of Statewide Importance, and PVSD Channel area includes Farmland of Local Importance. The Draft EIR will address the potential environmental impacts of the Project related to agriculture resources based on the sites' background agricultural and soils classification systems and sites' surrounding history. The Project area is not within an area subject to the California Land Conservation Act of 1965 (Williamson Act), is not zoned for agricultural or forestry uses, and does not include forestry resources, which will be discussed in the Draft EIR.
- ***Air Quality.*** The Project area is located in the South Coast Air Basin (Basin). Air quality in the Basin is administered by the South Coast Air Quality Management District. Impacts related to the following topics will be addressed in the forthcoming Draft EIR: consistency with the Air Quality Management Plan for the Basin; the potential for a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under applicable air quality standards; the potential exposure of sensitive receptors to substantial pollutant concentrations, including mobile source health risk impacts; and potential for the other emissions (such as those leading to odors adversely affecting a substantial number of people).
- ***Biological Resources.*** The Project area is within the Western Riverside County MSHCP area. The Draft EIR will identify existing biological resources at the Project sites and will address potential impacts to sensitive species, sensitive natural communities, riparian habitat and protected wetlands; and, wildlife movement. The Project's consistency with the City's Urban Forestry Ordinance (Ordinance 1262) and the Western Riverside County MSHCP will also be addressed in the Draft EIR.
- ***Cultural Resources.*** During construction of the Project, ground-disturbing activities could encounter and cause a substantial adverse change in the significance of previously unknown historical or archaeological resources or human remains. Potential impacts to cultural resources will be addressed in the Draft EIR.
- ***Energy.*** The Project will consume energy resources during construction and operation. The Draft EIR will address the potential for the Project to result in the wasteful, inefficient, or unnecessary consumption of energy resources, and whether the Project would conflict with state or local plans for renewable energy or energy efficiency.
- ***Geology and Soils.*** The Draft EIR will address the geological, soil, and seismic hazards having the potential to impact the Project and Project occupants. The Project sites are in an

area with high paleontological sensitivity, and the potential to impact paleontological resources will be addressed in the Draft EIR.

- ***Greenhouse Gas Emissions.*** The potential for the Project to generate greenhouse gas (GHG) emissions during construction and operation, either directly or indirectly, that may have a significant impact on the environment will be addressed in the Draft EIR. Furthermore, the Draft EIR will include an evaluation of consistency of the Project with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.
- ***Hazards and Hazardous Materials.*** The Draft EIR will address potential hazards during construction and operation of the Project, and the potential for exposure of construction workers and Project occupants to hazardous materials. The Project area is not within 1/4 - mile of a school; the nearest school is approximately 0.3 mile to the east, which will be addressed in the Draft EIR. The Draft EIR will evaluate the potential safety and noise impacts related to the Project's proximity to the MARB/IP Airport and consistency with applicable provisions of the MARB/IP ALUCP. The potential to impair or interfere with an adopted emergency response plan will also be addressed. As identified previously, the Project area is not in a wildfire hazard area; therefore, no further analysis of the potential for wildland fires will be provided in the Draft EIR.
- ***Hydrology and Water Quality.*** The Draft EIR will address the potential for the Project to violate water quality standards and to degrade water quality during construction and operation. Project features included in the Project-specific Water Quality Management Plan (WQMP) to treat and/or limit the entry of contaminants into the storm drain system will be identified in the Draft EIR. The Project would increase the amount of impervious surface on the Rider 2 and Rider 4 sites. Changes to the drainage patterns will identified in the Draft EIR and potential impacts from these changes related to erosion and siltation, the amount and rate of storm water runoff, flooding and impeding flood flows, and storm drain capacity will be addressed. The PVSD Channel improvement component of the Project will improve the overall flood protection in the area, which will also be addressed in the Draft EIR. The Draft EIR will also address the potential for release of pollutants from Project inundation, and the Project's consistency with the applicable water quality control plan and sustainable groundwater management plan.
- ***Land Use and Planning.*** The Project involves the construction and operation of light industrial warehouse uses and improvements to the PVSD Channel, and is consistent with the existing General Plan land use, PVCCSP, and zoning designations. The consistency of the Project with applicable General Plan goals and policies, the PVCCSP, and zoning will be addressed in the Draft EIR. Analysis of the Project's consistency with applicable provisions of the MARB/IP ALUCP, and SCAG's regional planning programs will also be provided. The Project would not divide an established community, which will be addressed in the Draft EIR.
- ***Noise.*** The Draft EIR will address the potential for construction-related and operational (stationary and mobile) noise increases to exceed applicable established noise standards, and the potential for vibration during construction and operation. The potential for exposure of Project occupants to noise from the MARB/IP Airport will also be addressed.

- **Public Services.** The Draft EIR will address the potential increase in demand for public services resulting from the Project (i.e., police protection, fire protection, schools, and parks and recreation), and whether there is a need for new or physically altered government facilities, which could cause significant physical environmental impacts.
- **Recreation.** The Draft EIR will address the potential for employees of the Project to increase the use of existing parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As previously identified, the Project involves the implementation of a trail between the Rider 2 and Rider 4 sites, and also includes the provision of employee amenities. The potential physical environmental impacts resulting from these facilities will be addressed in the Draft EIR.
- **Transportation.** The Draft EIR will address the potential for the Project to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. It should be noted that the City of Perris has not established a vehicle miles traveled (VMT) threshold of significance and is not yet requiring development projects, including the Project, to demonstrate compliance with CEQA Guidelines Section 15064.3(b), which requires that traffic impacts be measured based on VMT. The potential for the Project to increase hazards due to geometric design, and to result in inadequate emergency access will also be addressed in the Draft EIR.
- **Tribal Cultural Resources.** The Draft EIR will discuss impacts related to tribal cultural resources directly related to California Native American tribes that populated the area where the Project area is geographically located. The Draft EIR will also discuss the results of Native American consultation activities conducted by the City, as required by Assembly Bill (AB) 52.
- **Utilities and Service Systems.** The Project involves the installation of utility infrastructure needed to serve the Project (e.g., water, sewer, storm drains, electric, natural gas, telecommunications). The physical environmental impacts resulting from the installation of utility infrastructure on- and off-site, including the proposed PVSD Channel improvements will be addressed in the Draft EIR. The Draft EIR will present the results of a Water Supply Assessment to be conducted by EMWD, and will address the capacity of EMWD's water treatment facilities. The solid waste generation from the Project during construction and operation will be estimated, and the Draft EIR will address the capacity of the local infrastructure for solid waste management, and whether the Project would comply with solid waste management regulations.

Following this Scoping Meeting, T&B Planning, Inc. will prepare a Draft EIR in compliance with the California Environmental Quality Act (CEQA). Upon completion of the DEIR, Staff will circulate the document for public review, respond to comments received during the circulation period of the DEIR, and then prepare a Final EIR, which will be brought back to the Planning Commission for approval consideration.

PUBLIC/AGENCY COMMENTS

A public meeting notice for the Scoping Meeting 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.

RECOMMENDATION

Staff recommends that the Planning Commission:

Conduct a public Scoping Meeting to review, discuss and provide direction to staff regarding the proposed project, and provide feedback for integration into the Draft Environmental Impact Report for Environmental Impact Report (EIR) 19-05180, Development Plan Review (DPR) (Case No. 19-00004) for the Rider 2 & 4 Warehouses, Tentative Parcel Map (TPM) 37437 (Case No. 19-05058) for the Rider 2 Warehouse and TPM 37438 (Case No. 19-05096) for the Rider 4 Warehouse.

EXHIBITS:

- Exhibit A – Vicinity Map
- Exhibit B – Aerial Map
- Exhibit C – PVCCSP Land Use Plan
- Exhibit D – NOP
- Exhibit E – Agency Letters
- Exhibit F – Site Plan, Landscape, Architecture

NOP is on File at the Planning Department and available online at:

<http://www.cityofperris.org/city-hall/departments/development/planning.html>

EXHIBIT A
VICINITY MAP
Rider 2 & 4 & PSVD Project
DPR 19-00004

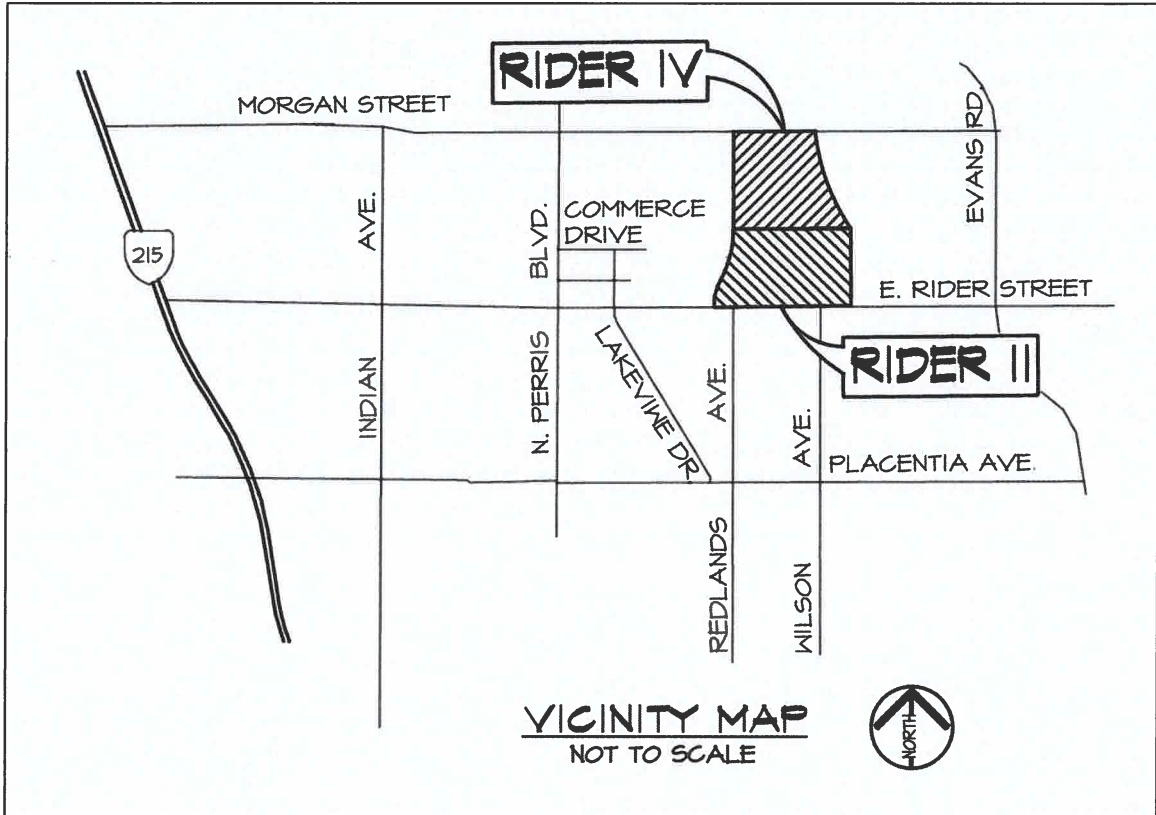


EXHIBIT B
AERIAL PHOTO
Rider 2 & 4 & PSVD Project
DPR 19-00004



EXHIBIT C
 PVCCSP Rider 2 & 4 & PVSD Project
 DPR 19-00004

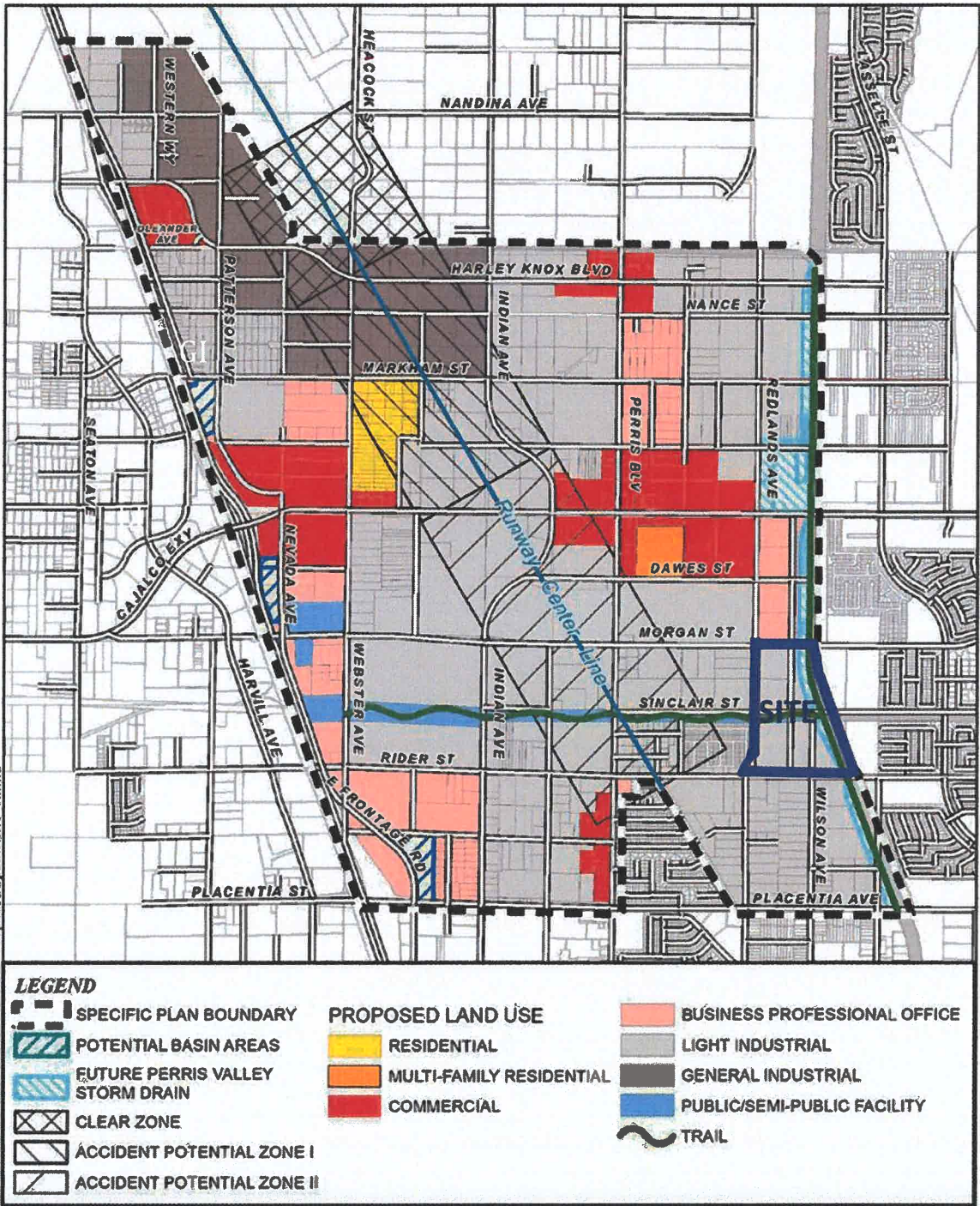


EXHIBIT D
NOP
Rider 2 & 4 & PSVD Project
DPR 19-00004



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

October 15, 2019

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

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

CEQA LEAD AGENCY:

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

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

- Development Plan Review (DPR) (Case No. 19-00004) for the Rider 2 & 4 Warehouses
- Tentative Parcel Map (TPM) 37437 (Case No. 19-05058) for the Rider 2 Warehouse
- TPM 37438 (Case No. 19-05096) for the Rider 4 Warehouse
- Environmental Impact Report (Case No. 19-03180)

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

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

NOP COMMENT PERIOD:

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

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

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

Date: October 15, 2019

Signature:

EXHIBIT E
NOP Agency Letters
Rider 2 & 4 & PSVD Project
DPR 19-00004

Mary Blais

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Monday, October 21, 2019 7:50 AM
To: Mary Blais
Subject: IDI Rider 2&4 transmittal ALUC comments

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good Morning Mary,

Thank you for the transmitting the above reference project to ALUC for review. Please note that the project is located within Zones C1 and D of March Air Reserve Base/Inland Port Airport Influence Area and does not require ALUC review as the City's General Plan has been found consistent with the March Airport Land Use Compatibility Plan (and there are no legislative actions proposed). Therefore, City staff can perform the airport compatibility review.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Principal Planner



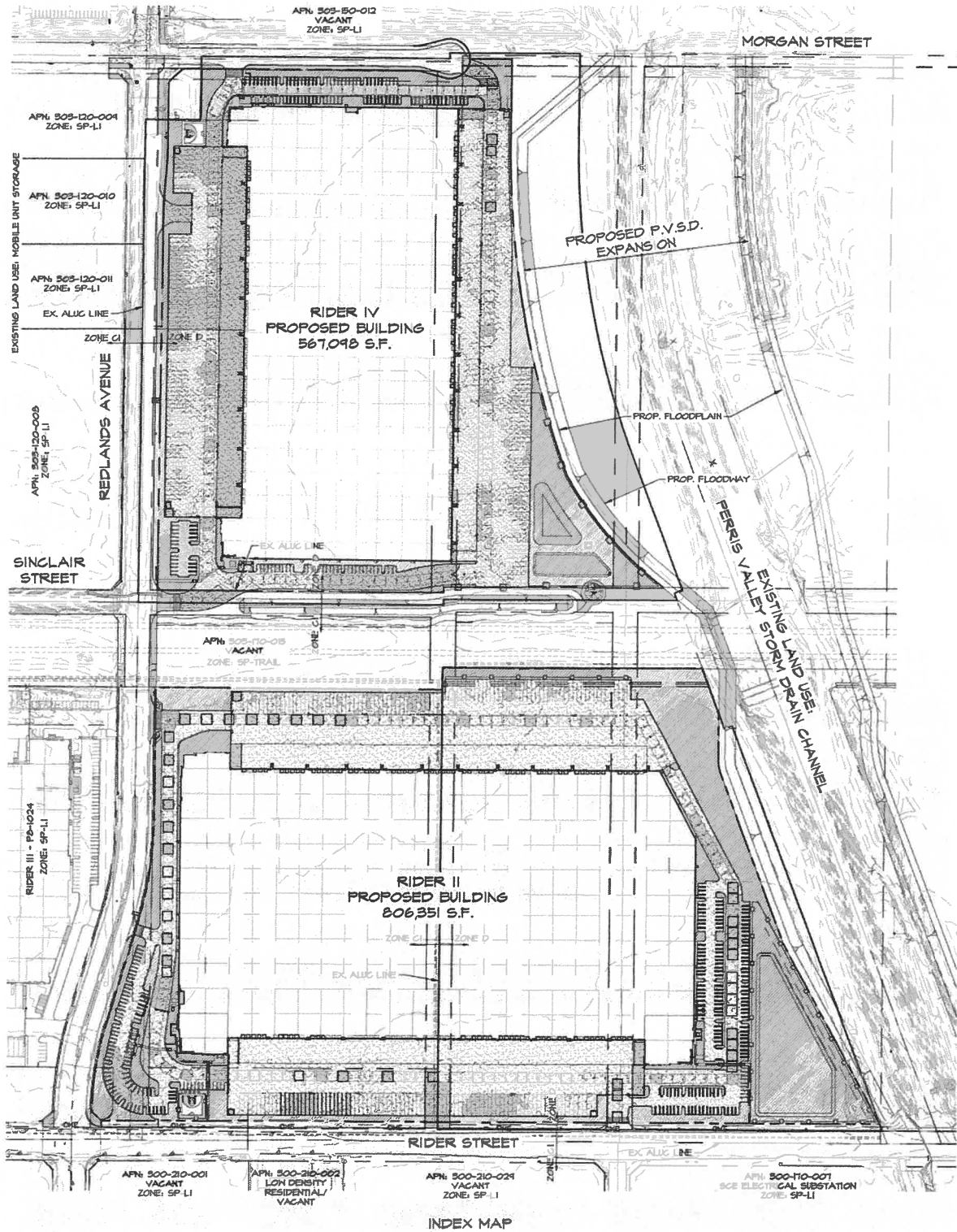
Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-6893
(951) 955-5177 (fax)
PRULL@RIVCO.ORG
www.rcaluc.org

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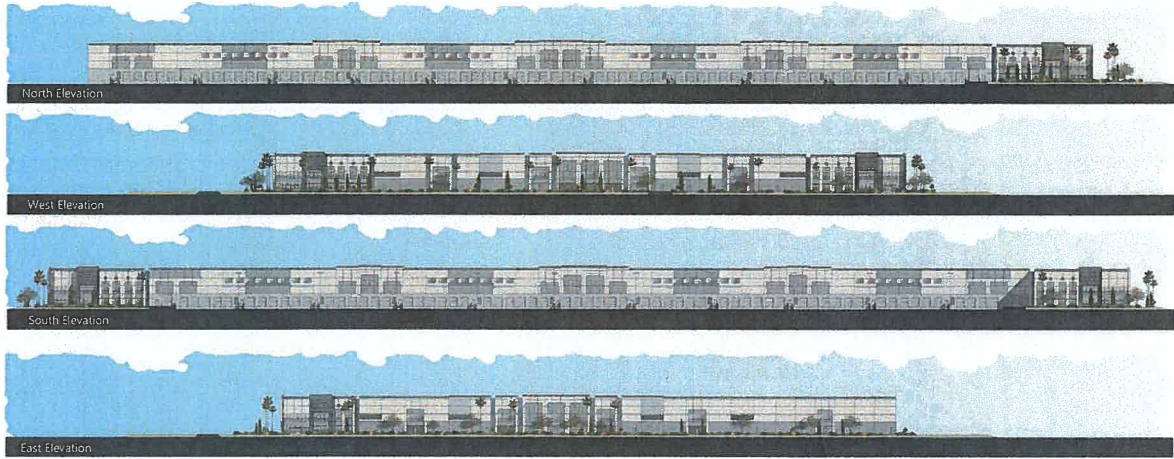
County of Riverside California

EXHIBIT F
SITE PLAN, ARCHITECTURE
Rider 2 & 4 & PSVD Project
DPR 19-00004



INDEX MAP

EXHIBIT F
 SITE PLAN, ARCHITECTURE
 Rider 2 & 4 & PSVD Project
 DPR 19-00004



RIDER DISTRIBUTION II
 Perris, CA

IDI Logistics



RIDER DISTRIBUTION IV
 Perris, CA

IDI Logistics

- | | | | | | | | |
|-----------------------------|-------------------------------|-----------------------------|----------------------------|--------------------------------|----------------------------|----------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | | | |
| FRAZEE 6780
CRYSTAL BALL | FRAZEE 8532W
LIGHT SHOWERS | FRAZEE CL3024M
LA MANCHA | FRAZEE CL3025D
FESTIVAL | FRAZEE 8825
JACARANDA BROWN | GRAYLITE TINTED
GLAZING | CLEAR ANODIZED
MULLIONS | ELEGANZA TILE
SLIMTECH-NATURAL
118\"X40\" |