

Exhibit "F"

TUMF Facilities, Estimated Full Costs of Constructing TUMF Facilities and Estimated maximum TUMF offset eligibility

Phase 3 - TUMF Facilities Offset	Estimated Full Cost of of Construction	Maximum TUMF Offset Eligibility
<u>Street - TIA</u>		
Case Road (800' North of Ellis Avenue to I-215) Including Bridge construction	\$25,426,695	\$14,014,746

These fee credits are based upon mutual agreement between the developer and the City of Perris in the interpretation of the WRCOG TUMF Nexus Study dated 2016 (TUMF Nexus). Reconstruction of bridge on Case Road will qualify for the fee credits in the TUMF Nexus respectively and is not required to be constructed to a 100-year flood standard.

EXHIBIT "5"

[Replacement Exhibit on Following Page]

DRAFT

EXHIBIT "5"

Exhibit "G"

City DIF Facilities
Estimated Full Costs of City DIF Facilities and
Estimated Maximum City DIF Offset Eligibility

Phase 3 - DIF Facilities	Estimated Full Cost of of Construction	Maximum DIF Offset Offset Eligibility
<u>Street - TIA</u>		
Ellis Avenue (From Case Road to 3,300' east of Redlands)	\$10,020,800	\$2,040,000
Case Road	\$21,091,695	\$3,136,500
Case Road Bridge	\$4,335,000	\$2,800,000
Redlands Avenue (4 th Street to Ellis Avenue)	\$2,807,300	\$1,260,000
<u>Intersections/Signals</u>		
Ellis and Case	\$472,100	\$250,000
Ellis and Redlands	\$315,200	\$250,000
Case and Murrieta	\$278,000	\$250,000
Case Road and Mapes Road	\$351,000	\$250,000
<u>Mapes Road and Bonnie Road</u>	<u>\$250,000</u>	<u>\$250,000</u>
	\$39,921,995	\$10,486,500

These fee credits are based upon mutual agreement between the developer and the City of Perris DIF Justification Study dated February 25, 2006 (DIF Nexus). Reconstruction of bridge on Case Road will qualify for the fee credits in the DIF Nexus is not required to be constructed to a 100-year flood standard.

EXHIBIT B
Vicinity Map

VICINITY / GENERAL PLAN MAP

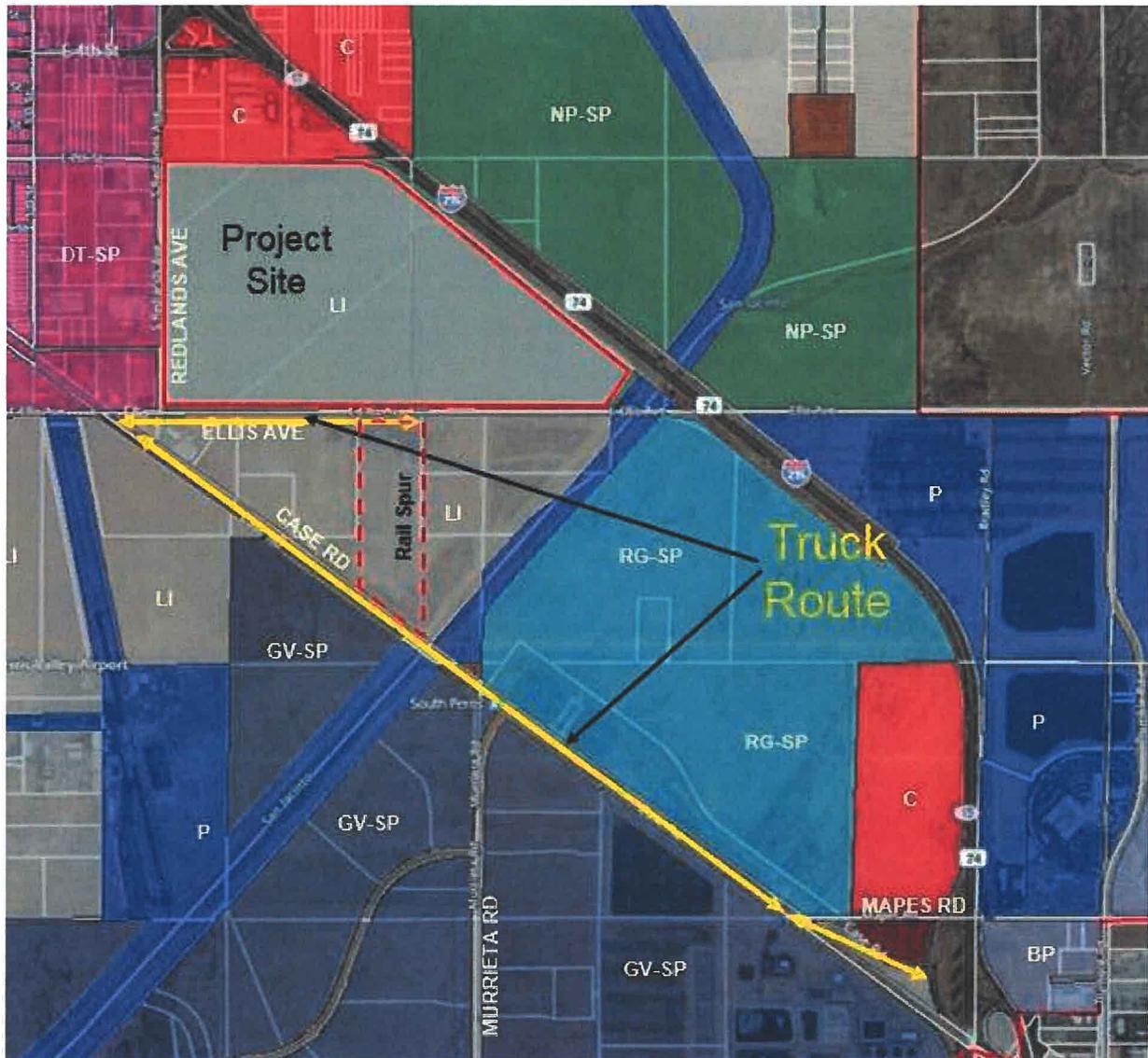


EXHIBIT C
Aerial Map

AERIAL MAP



EXHIBIT D
Project Drawings



PLC North

City of Perris, CA



Job No. 19122.00

PERSPECTIVE COLOR RENDERING - VIEW 1 @ 5FT

IDI Logistics

06.23.2021



PLC North

City of Perris, CA

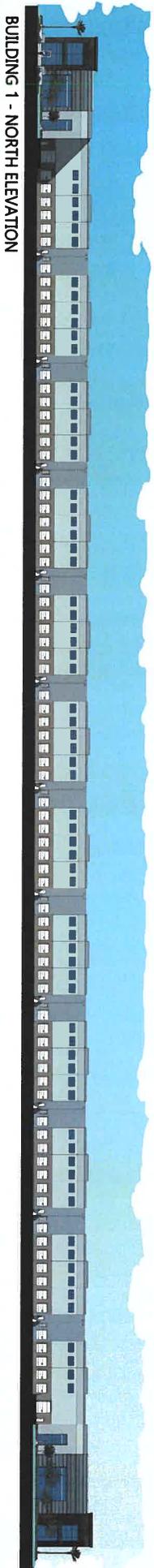


Job No 19122.00

IDI Logistics

PERSPECTIVE COLOR RENDERING - VIEW 2 @ 30FT

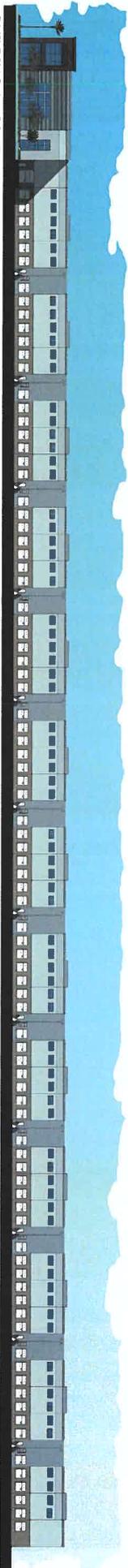
06.23.2021



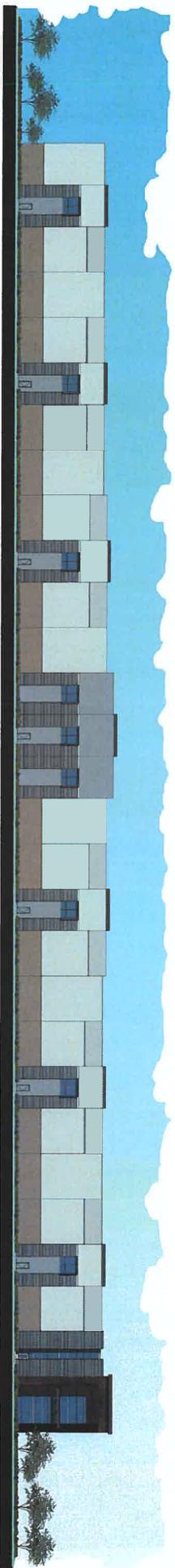
BUILDING 1 - NORTH ELEVATION



BUILDING 1 - WEST ELEVATION - REDLANDS AVENUE



BUILDING 1 - SOUTH ELEVATION



BUILDING 1 - EAST ELEVATION



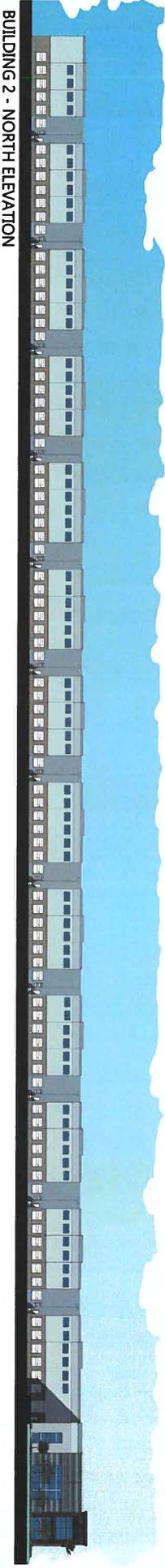
Job No. 1912200

PERRIS LOGISTICS CENTER - NORTH
REDLANDS AVE. & ELLIS AVE.
PERRIS, CA

IDI Logistics

CONCEPTUAL COLORED ELEVATIONS BUILDING 1

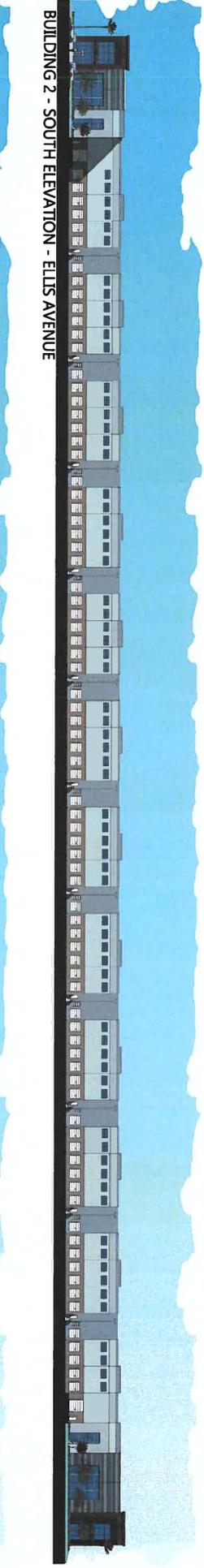
03.22.2021



BUILDING 2 - NORTH ELEVATION



BUILDING 2 - WEST ELEVATION - REDLANDS AVENUE



BUILDING 2 - SOUTH ELEVATION - ELLIS AVENUE

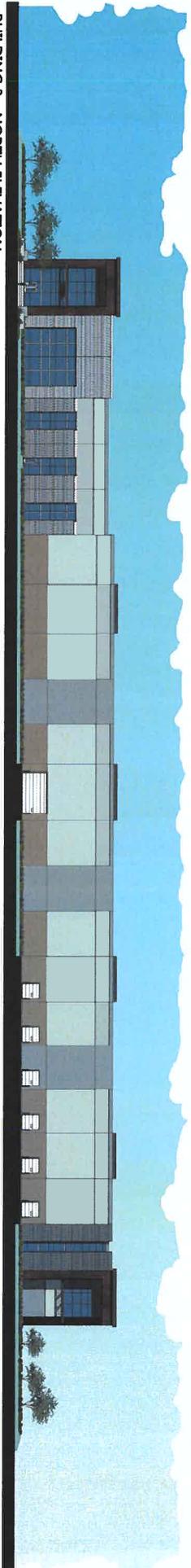


BUILDING 2 - EAST ELEVATION

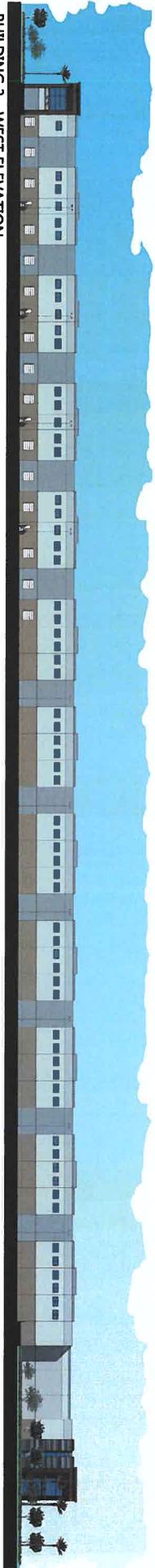


PERRIS LOGISTICS CENTER - NORTH
REDLANDS AVE. & ELLIS AVE.
PERRIS, CA

IDI Logistics



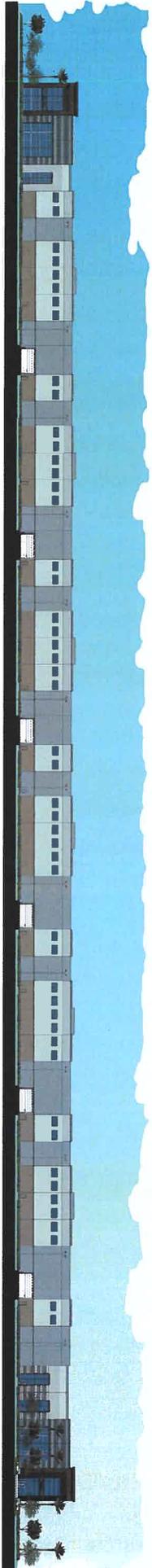
BUILDING 3 - NORTH ELEVATION



BUILDING 3 - WEST ELEVATION



BUILDING 3 - SOUTH ELEVATION - ELLIS AVENUE



BUILDING 3 - EAST ELEVATION



Job No. 19122.00

PERRIS LOGISTICS CENTER - NORTH
REDLANDS AVE. & ELLIS AVE.
PERRIS, CA

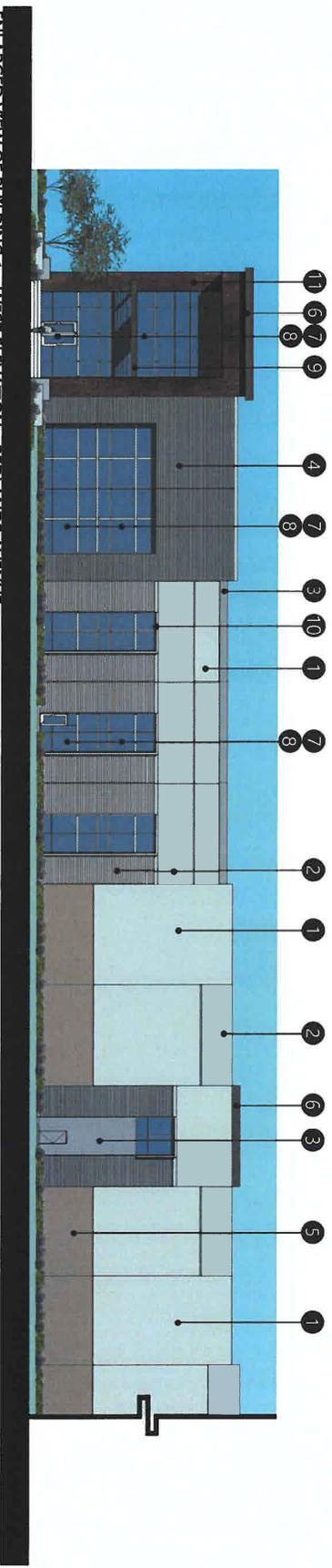
IDI Logistics

CONCEPTUAL COLORED ELEVATIONS BUILDING 3

03.22.2021



BUILDING 1 - WEST ELEVATION - REDLANDS AVENUE



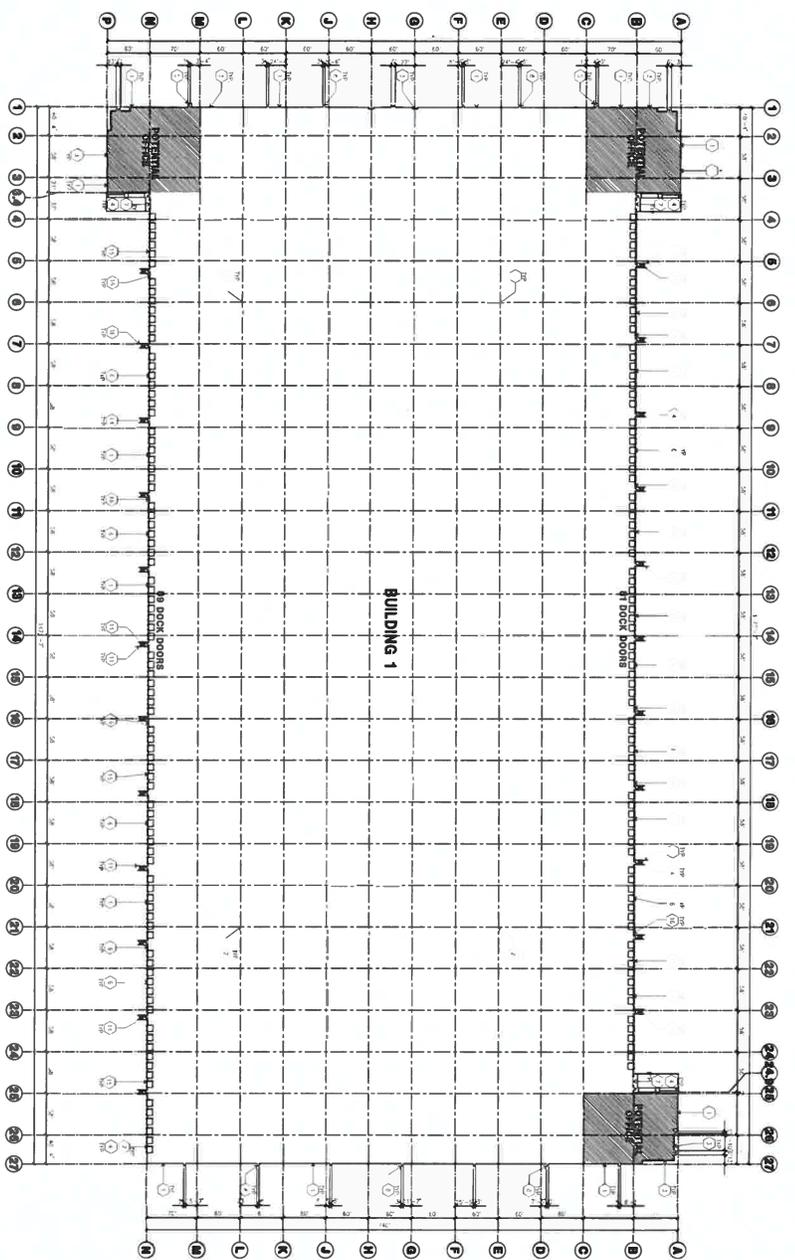
ENLARGED VIEW OF BUILDING 1 - WEST ELEVATION - REDLANDS AVENUE

- 1 Sherwin Williams SW 7071 Gray Screen
- 2 Sherwin Williams SW 7072 Online
- 3 Sherwin Williams SW 7073 Network Gray
- 4 Sherwin Williams SW 7073 Network Gray (Metal Deck)
- 5 Sherwin Williams SW 7504 Keystone Gray
- 6 Sherwin Williams SW 7505 Manor House
- 7 Blue Reflective GLAZING
- 8 Clear Anodized MULLIONS
- 9 Sherwin Williams Acrylic Latex Systems High Gloss/High performance In color: SW 7005 Manor House @Metal CANOPY
- 10 Sherwin Williams Acrylic Latex Systems High Gloss/High performance In color: SW 7505 Online @Metal Fin CANOPY
- 11 LEA CONCRETO Rust 24x48x6mm



PERRIS LOGISTICS CENTER - NORTH
 REDLANDS AVE. & ELLIS AVE.
 PERRIS, CA

IDI Logistics



OVERALL FLOOR PLAN
 1/8" = 1'-0"
 1/4" = 3'-0"
 1/2" = 6'-0"
 1" = 12'-0"

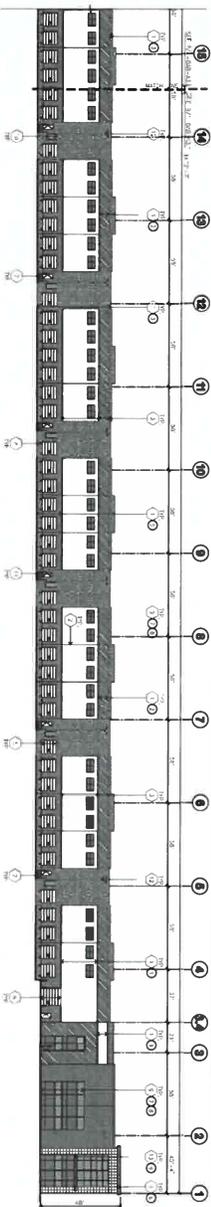
KEYNOTES - FLOOR PLAN

- 1) CONCRETE 1.5" TOP FINISH
- 2) FLOOR FINISH
- 3) FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 4) FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 5) CONCRETE SLAB
- 6) 1.5" TOP FINISH
- 7) 1.5" TOP FINISH
- 8) 1.5" TOP FINISH
- 9) 1.5" TOP FINISH
- 10) 1.5" TOP FINISH
- 11) 1.5" TOP FINISH
- 12) 1.5" TOP FINISH
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- 14) 1.5" TOP FINISH
- 15) 1.5" TOP FINISH
- 16) 1.5" TOP FINISH
- 17) 1.5" TOP FINISH
- 18) 1.5" TOP FINISH
- 19) 1.5" TOP FINISH
- 20) 1.5" TOP FINISH
- 21) 1.5" TOP FINISH
- 22) 1.5" TOP FINISH
- 23) 1.5" TOP FINISH
- 24) 1.5" TOP FINISH
- 25) 1.5" TOP FINISH
- 26) 1.5" TOP FINISH
- 27) 1.5" TOP FINISH

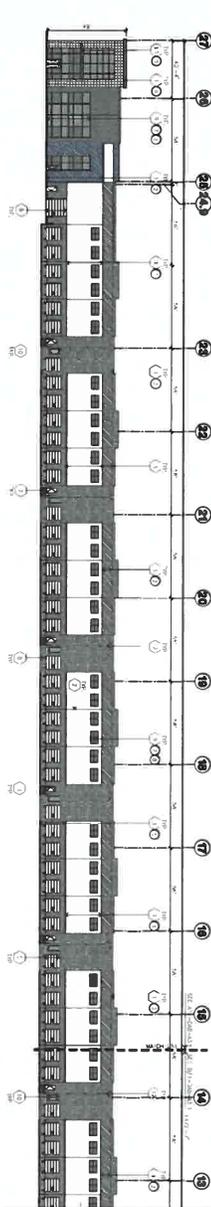
GENERAL NOTES - FLOOR PLAN

- 1. THIS BUILDING IS DESIGNED FOR HIGH RISE ELEVATOR AND FIRE ACCESS WITH
- 2. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 3. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 4. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 5. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 6. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 7. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 8. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
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- 13. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 14. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
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- 25. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 26. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND
- 27. FLOOR FINISH SYSTEM WITH GROUTING SEE DETAIL ROOM-UP AND

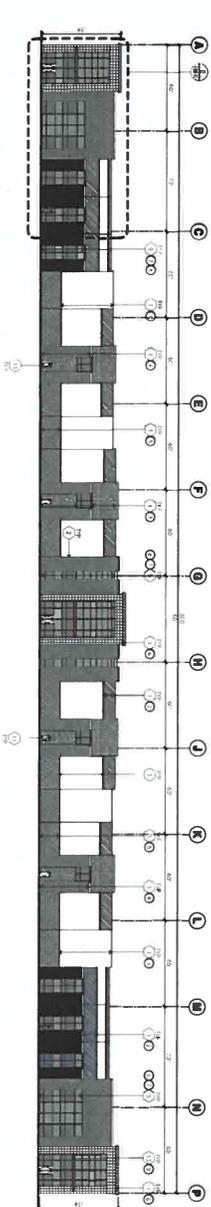
<p>HPA ARCHITECTURE</p> <p>1801 NORTH WALK, SUITE 200 WALK, CA 94612-1173 TEL: 415.435.1511 FAX: 415.435.1511 EMAIL: info@hparchitecture.com</p>	<p>DATE: 02/28/21</p> <p>PROJECT NUMBER: 1922</p> <p>CLIENT: CEA</p> <p>DESIGNER: 02/28/21</p>	<p>CONSULTANTS:</p> <p>CEVA HERSH & WEBB ARCHITECTURAL MECHANICAL ELECTRICAL PLUMBING STRUCTURAL INTERIOR</p>	<p>PROJECT:</p> <p>PERNIS LOGISTICS CENTER</p> <p>NORTH</p> <p>RENDERING & BLUEPRINT</p> <p>PERNIS CENTER</p> <p>ORIGINAL PROJECT NUMBER: 0441-0001-0001</p> <p>WORK NUMBER: 154-0021</p> <p>UNION: IODI</p>	<p>IDI Logistics</p> <p>1400 BAY STREET, SUITE 200 SAN FRANCISCO, CA 94133 TEL: 415.398.8000</p>



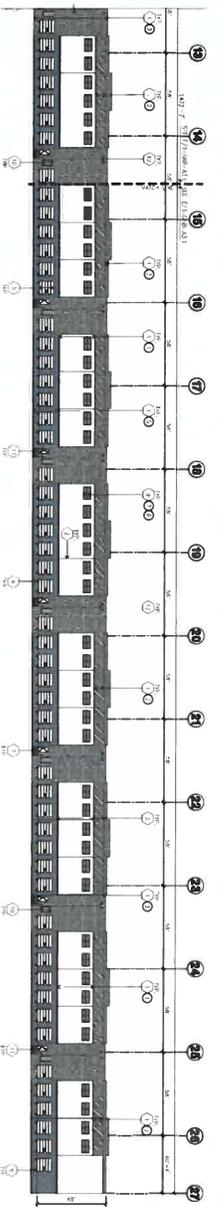
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



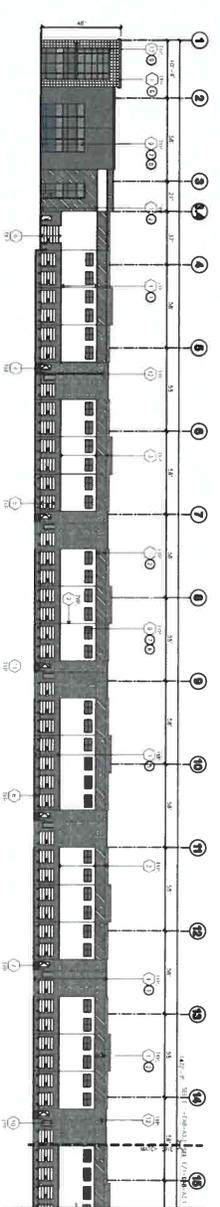
NORTH ELEVATION (CONT.)
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION (CONT.)
SCALE: 1/8" = 1'-0"

- NOTES - ELEVATIONS**
1. CHIMNEY: REFLECT FINISH (FINISHED)
 2. BRICK: 2.000
 3. BRICK: 2.000
 4. BRICK: 2.000
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 6. BRICK: 2.000
 7. BRICK: 2.000
 8. BRICK: 2.000
 9. BRICK: 2.000
 10. BRICK: 2.000
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 24. BRICK: 2.000
 25. BRICK: 2.000
 26. BRICK: 2.000
 27. BRICK: 2.000

- COLOR SCHEDULE - ELEVATIONS**
1. COLOR: 1001 - 1001
 2. COLOR: 1002 - 1002
 3. COLOR: 1003 - 1003
 4. COLOR: 1004 - 1004
 5. COLOR: 1005 - 1005
 6. COLOR: 1006 - 1006
 7. COLOR: 1007 - 1007
 8. COLOR: 1008 - 1008
 9. COLOR: 1009 - 1009
 10. COLOR: 1010 - 1010
 11. COLOR: 1011 - 1011
 12. COLOR: 1012 - 1012
 13. COLOR: 1013 - 1013
 14. COLOR: 1014 - 1014
 15. COLOR: 1015 - 1015
 16. COLOR: 1016 - 1016
 17. COLOR: 1017 - 1017
 18. COLOR: 1018 - 1018
 19. COLOR: 1019 - 1019
 20. COLOR: 1020 - 1020
 21. COLOR: 1021 - 1021
 22. COLOR: 1022 - 1022
 23. COLOR: 1023 - 1023
 24. COLOR: 1024 - 1024
 25. COLOR: 1025 - 1025
 26. COLOR: 1026 - 1026
 27. COLOR: 1027 - 1027

- GLAZING LEGEND**
- 1. GLAZING: 1001 - 1001
 - 2. GLAZING: 1002 - 1002
 - 3. GLAZING: 1003 - 1003
 - 4. GLAZING: 1004 - 1004
 - 5. GLAZING: 1005 - 1005
 - 6. GLAZING: 1006 - 1006
 - 7. GLAZING: 1007 - 1007
 - 8. GLAZING: 1008 - 1008
 - 9. GLAZING: 1009 - 1009
 - 10. GLAZING: 1010 - 1010
 - 11. GLAZING: 1011 - 1011
 - 12. GLAZING: 1012 - 1012
 - 13. GLAZING: 1013 - 1013
 - 14. GLAZING: 1014 - 1014
 - 15. GLAZING: 1015 - 1015
 - 16. GLAZING: 1016 - 1016
 - 17. GLAZING: 1017 - 1017
 - 18. GLAZING: 1018 - 1018
 - 19. GLAZING: 1019 - 1019
 - 20. GLAZING: 1020 - 1020
 - 21. GLAZING: 1021 - 1021
 - 22. GLAZING: 1022 - 1022
 - 23. GLAZING: 1023 - 1023
 - 24. GLAZING: 1024 - 1024
 - 25. GLAZING: 1025 - 1025
 - 26. GLAZING: 1026 - 1026
 - 27. GLAZING: 1027 - 1027

- GENERAL NOTES - ELEVATIONS**
1. ALL ELEVATIONS TO BE CHECKED TO OCCUR IN ORDER TO OCCUR IN THE FIELD.
 2. ALL ELEVATIONS TO BE CHECKED TO OCCUR IN THE FIELD.
 3. ALL ELEVATIONS TO BE CHECKED TO OCCUR IN THE FIELD.
 4. ALL ELEVATIONS TO BE CHECKED TO OCCUR IN THE FIELD.
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 26. ALL ELEVATIONS TO BE CHECKED TO OCCUR IN THE FIELD.
 27. ALL ELEVATIONS TO BE CHECKED TO OCCUR IN THE FIELD.



HPA MEDICINE
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8400 Main Street, Suite 100
Perris, CA 92570
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Fax: 951-251-1101

Project: PENINS LOGISTICS CENTER
Location: PENINS LOGISTICS CENTER
Client: HPA MEDICINE
Architect: C/O HPA MEDICINE
Contract No.: 15-000001

Consultants:
C/O HPA MEDICINE
ARCHITECTURAL
ELECTRICAL
MECHANICAL
PLUMBING
HAZARDOUS
WASTEWATER
ENVIRONMENTAL
ENGINEERING

Title: Elevation
Project Number: 1512
Drawn by: C/O
Date: 02/28/17
Revision:

Sheet: I-DAB-A3.1



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 Los Angeles, CA 90015
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 www.hpaarchitect.com



IDI Logistics
 6100
 10000
 10000
 10000

Project:
 PERNIS LOGISTICS CENTER
 NORTH

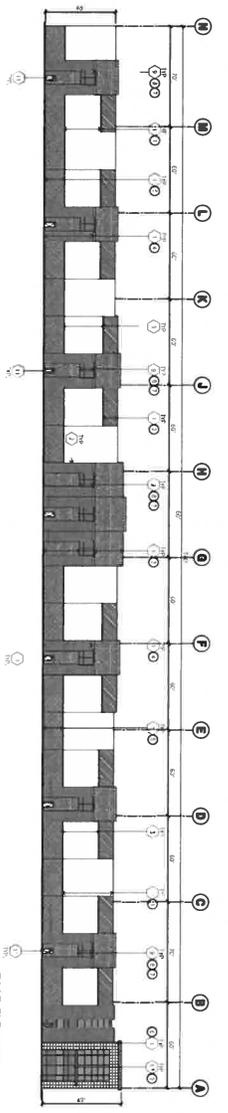
RENAME A/E & ENGINEER
 PERNIS LOGISTICS CENTER
 10000
 10000
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CONSULTANTS:
 CIVIL: THORNTON TOMASETTI
 ARCHITECTURAL: THORNTON TOMASETTI
 ELECTRICAL: HANSEN
 LANDSCAPE: HANSEN

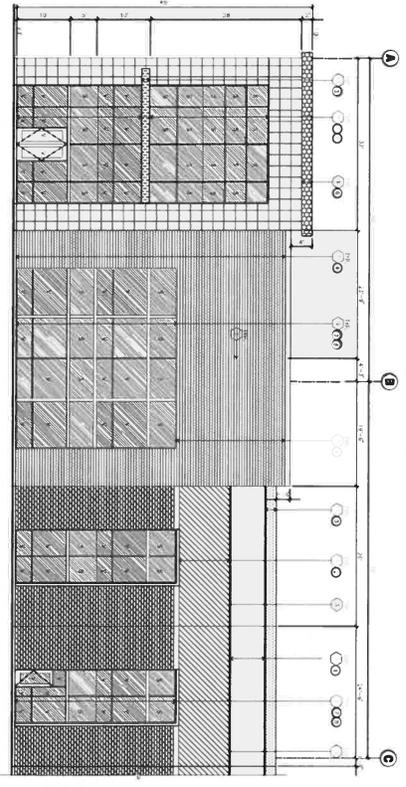
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 1-DAB-A3.2

Project Number: 1922
Drawn by: CS
Date: 02/29/11
Revision:

Title: Elevations



EAST ELEVATION



ENLARGED WEST ELEVATION

NOTES - ELEVATIONS

- 1. CONCRETE IN-PLACE (INDICATED)
- 2. FINISH FLOOR
- 3. FINISH CEILING
- 4. FINISH EXTERIOR SURFACE
- 5. FINISH EXTERIOR SURFACE
- 6. FINISH EXTERIOR SURFACE
- 7. FINISH EXTERIOR SURFACE
- 8. FINISH EXTERIOR SURFACE
- 9. FINISH EXTERIOR SURFACE
- 10. FINISH EXTERIOR SURFACE
- 11. FINISH EXTERIOR SURFACE

COLOR SCHEDULE - ELEVATIONS

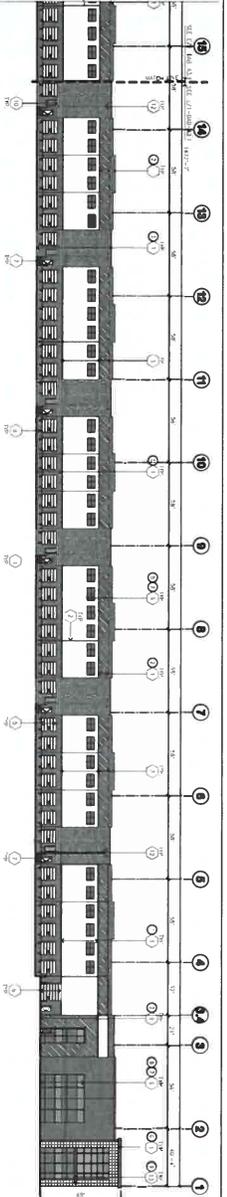
- 1. CONCRETE IN-PLACE (INDICATED)
- 2. FINISH FLOOR
- 3. FINISH CEILING
- 4. FINISH EXTERIOR SURFACE
- 5. FINISH EXTERIOR SURFACE
- 6. FINISH EXTERIOR SURFACE
- 7. FINISH EXTERIOR SURFACE
- 8. FINISH EXTERIOR SURFACE
- 9. FINISH EXTERIOR SURFACE
- 10. FINISH EXTERIOR SURFACE
- 11. FINISH EXTERIOR SURFACE

GLAZING LEGEND

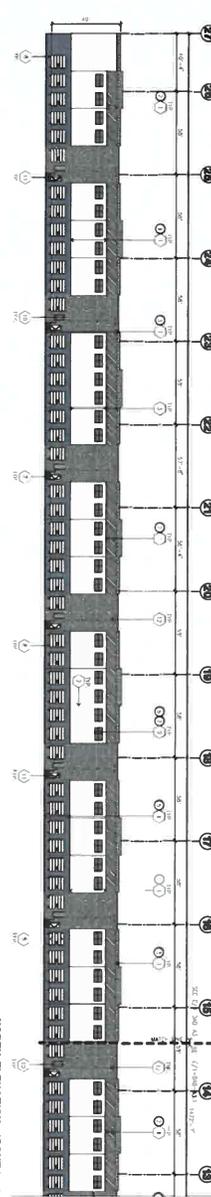
- 1. WINDOW FRAME CLASS
- 2. WINDOW FRAME CLASS
- 3. WINDOW FRAME CLASS
- 4. WINDOW FRAME CLASS
- 5. WINDOW FRAME CLASS
- 6. WINDOW FRAME CLASS
- 7. WINDOW FRAME CLASS
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- 9. WINDOW FRAME CLASS
- 10. WINDOW FRAME CLASS
- 11. WINDOW FRAME CLASS

GENERAL NOTES - ELEVATIONS

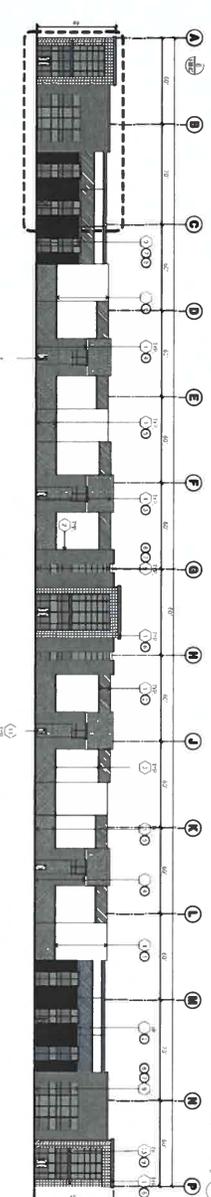
- 1. ALL FINISHES TO BE AS SHOWN
- 2. ALL FINISHES TO BE AS SHOWN
- 3. ALL FINISHES TO BE AS SHOWN
- 4. ALL FINISHES TO BE AS SHOWN
- 5. ALL FINISHES TO BE AS SHOWN
- 6. ALL FINISHES TO BE AS SHOWN
- 7. ALL FINISHES TO BE AS SHOWN
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- 10. ALL FINISHES TO BE AS SHOWN
- 11. ALL FINISHES TO BE AS SHOWN



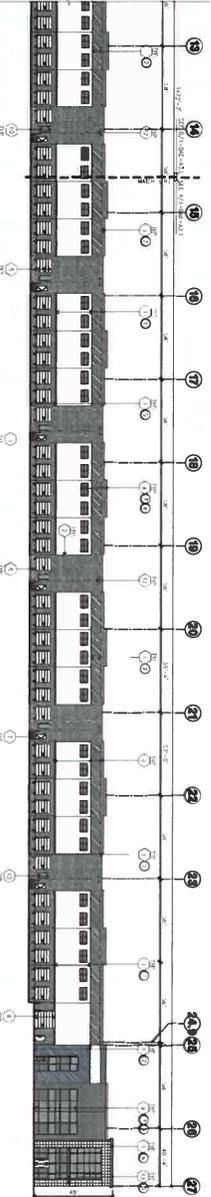
NORTH ELEVATION A



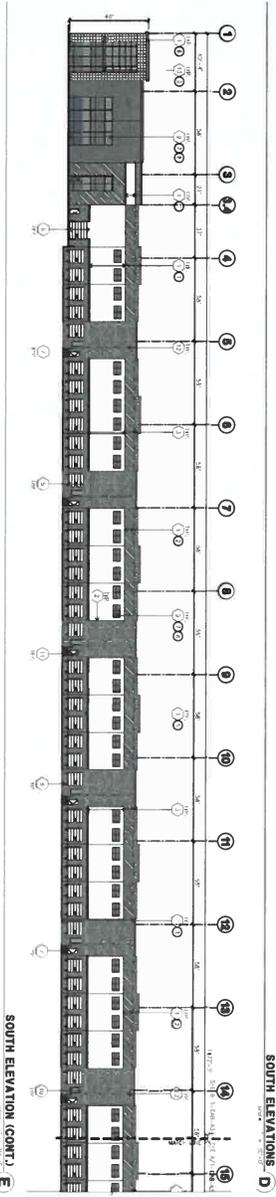
NORTH ELEVATION (CONT.) B



WEST ELEVATION C



SOUTH ELEVATIONS D



SOUTH ELEVATION (CONT.) E

REMARKS - ELEVATIONS

- 1) OVER-HUNG UP-UP HALLS, 10' MIN. (10' MIN.)
- 2) FLOOR FINISH
- 3) FLOOR FINISH
- 4) FLOOR FINISH
- 5) FLOOR FINISH
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COLOR SCHEDULE - ELEVATIONS

- 1) COLOR SCHEDULE
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- 21) COLOR SCHEDULE
- 22) COLOR SCHEDULE
- 23) COLOR SCHEDULE
- 24) COLOR SCHEDULE
- 25) COLOR SCHEDULE

LAYOUT LEGEND

- 1) LAYOUT LEGEND
- 2) LAYOUT LEGEND
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GENERAL NOTES - ELEVATIONS

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HPA ARCHITECTURE

1801 Taylor Ave. Ste. 400
 West, CA
 Tel: 949-483-1170
 Fax: 949-483-1053
 www.hpa-arch.com

IDI Logistics

Elizaveta
 8425 S. Orange Ave. Suite 300
 West, CA
 Tel: 714-333-0000

Project
PERRIS LOGISTICS CENTER
NORTH

REYNOLDS & ELIA INC.
 PERRIS, CA 92570

ORIGINATION PROJECT NUMBER:
 W00150001001_241
 W00150001001_241

UNION MADE (U)

Consultants:

CIVIL ENGINEER
 INHES & WEBB

MECHANICAL ENGINEER
 INHES & WEBB

ELECTRICAL ENGINEER
 INHES & WEBB

LANDSCAPE ARCHITECT
 HANSEN

2D-DRAWING

Sheet: _____

Project Number: 1812

Client: C1

Date: 02/28/21



1801 Taylor Ave. Ste. 1100
 West, CA 94061-1170
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 Fax: 415.362.8155
 www.hpa-architecture.com



IDI Logistics
 815 Rogers
 8400 S. De Soto Ave. Suite 300
 Denver, CO 80231
 Tel: 303.755.8800
 Fax: 303.755.8800

Project:
PERNS LOGISTICS CENTER NORTH

REYNOLDS ME & ELIS ME
 PERNS CA 1679
 ORIGINAL PROJECT NUMBER:
 W90514543333
 LAMONADO, CA

Consultants
INDRES & WEBB
 CIVIL
 MECHANICAL
 ELECTRICAL
 PLUMBING
 SANITARY
 STRUCTURAL

Drawn by: 1812
Checked by: CI
Date: 02/29/11
Revision:

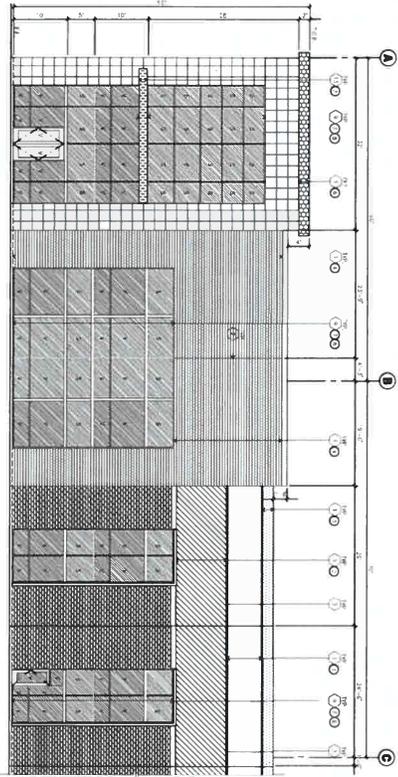
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2-DAB-A3.2

- NOTES - ELEVATIONS**
1. SUBJECT: 2-D-P WEST (PART B)
 2. DATE: 02/09/11
 3. DRAWN BY: J. SMITH
 4. CHECKED BY: R. SMITH
 5. APPROVED BY: R. SMITH
 6. MATERIALS: SEE SPECIFICATIONS AND SCHEDULE
 7. FINISHES: SEE SPECIFICATIONS AND SCHEDULE
 8. COORDINATE WITH ARCHITECTURAL DRAWINGS
 9. VERIFY ALL DIMENSIONS AND LOCATIONS
 10. VERIFY ALL MATERIALS AND FINISHES
 11. VERIFY ALL CONDITIONS

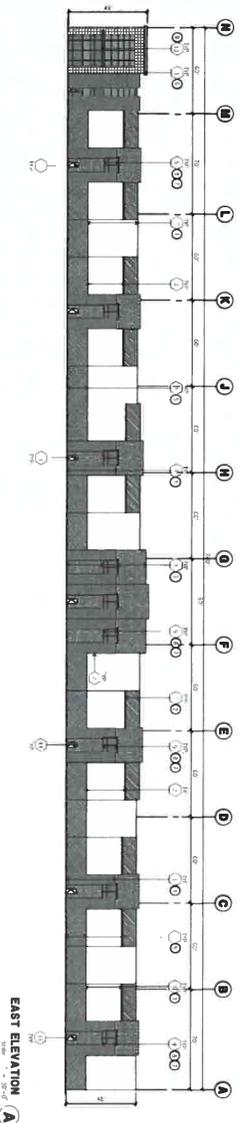
- COLOR SCHEDULE - ELEVATIONS**
- 1. Concrete: Light Gray
 - 2. Concrete: Dark Gray
 - 3. Concrete: Medium Gray
 - 4. Concrete: White
 - 5. Concrete: Black
 - 6. Concrete: Red
 - 7. Concrete: Blue
 - 8. Concrete: Green
 - 9. Concrete: Yellow
 - 10. Concrete: Purple
 - 11. Concrete: Brown
 - 12. Concrete: Pink
 - 13. Concrete: Orange
 - 14. Concrete: Silver
 - 15. Concrete: Gold
 - 16. Concrete: Bronze
 - 17. Concrete: Copper
 - 18. Concrete: Nickel
 - 19. Concrete: Zinc
 - 20. Concrete: Aluminum
 - 21. Concrete: Steel
 - 22. Concrete: Iron
 - 23. Concrete: Lead
 - 24. Concrete: Tin
 - 25. Concrete: Cadmium
 - 26. Concrete: Mercury
 - 27. Concrete: Selenium
 - 28. Concrete: Tellurium
 - 29. Concrete: Polonium
 - 30. Concrete: Astatine
 - 31. Concrete: Francium
 - 32. Concrete: Radium
 - 33. Concrete: Actinium
 - 34. Concrete: Thorium
 - 35. Concrete: Protactinium
 - 36. Concrete: Uranium
 - 37. Concrete: Neptunium
 - 38. Concrete: Plutonium
 - 39. Concrete: Americium
 - 40. Concrete: Curium
 - 41. Concrete: Berkelium
 - 42. Concrete: Californium
 - 43. Concrete: Einsteinium
 - 44. Concrete: Fermium
 - 45. Concrete: Mendelevium
 - 46. Concrete: Nobelium
 - 47. Concrete: Lawrencium
 - 48. Concrete: Rutherfordium
 - 49. Concrete: Dubnium
 - 50. Concrete: Seaborgium
 - 51. Concrete: Bohrium
 - 52. Concrete: Hassium
 - 53. Concrete: Meitnerium
 - 54. Concrete: Darmstadtium
 - 55. Concrete: Roentgenium
 - 56. Concrete: Copernicium
 - 57. Concrete: Tennessine
 - 58. Concrete: Oganesson

- GLAZING LEGEND**
- 1. Single Glazing
 - 2. Double Glazing
 - 3. Triple Glazing
 - 4. Low E Glazing
 - 5. Insulated Glazing
 - 6. Tempered Glass
 - 7. Laminated Glass
 - 8. Safety Glass
 - 9. Acoustic Glass
 - 10. Bullet Resistant Glass
 - 11. Fire Resistant Glass
 - 12. Radiation Resistant Glass
 - 13. UV Resistant Glass
 - 14. Anti-Reflective Glass
 - 15. Anti-Static Glass
 - 16. Anti-Scratch Glass
 - 17. Anti-Fingerprint Glass
 - 18. Anti-Corrosion Glass
 - 19. Anti-Pollution Glass
 - 20. Anti-Explosion Glass
 - 21. Anti-Terrorism Glass
 - 22. Anti-Hack Glass
 - 23. Anti-Spy Glass
 - 24. Anti-Drone Glass
 - 25. Anti-Cyber Glass
 - 26. Anti-Data Glass
 - 27. Anti-Info Glass
 - 28. Anti-Net Glass
 - 29. Anti-World Glass
 - 30. Anti-Everything Glass

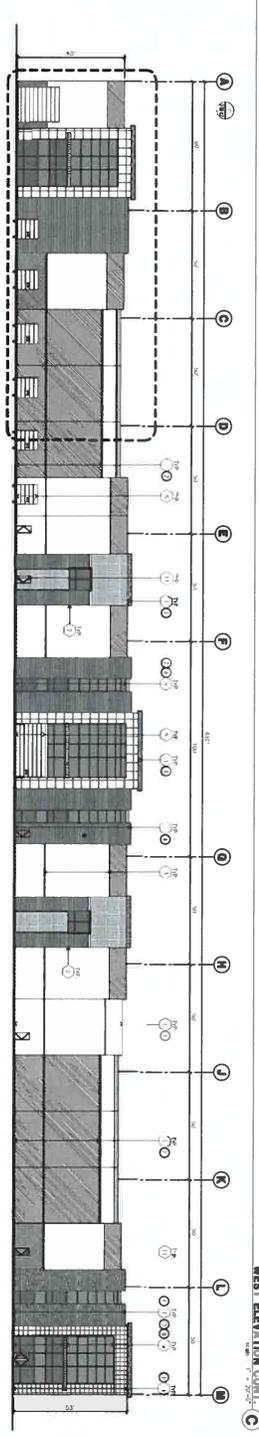
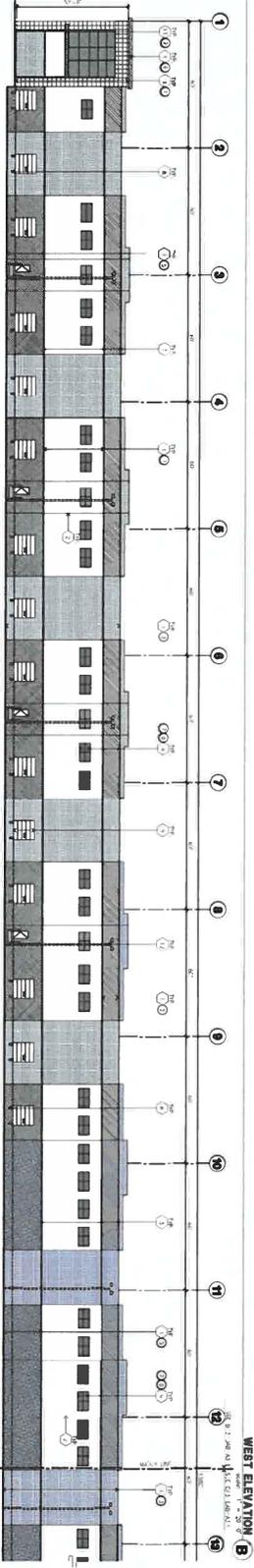
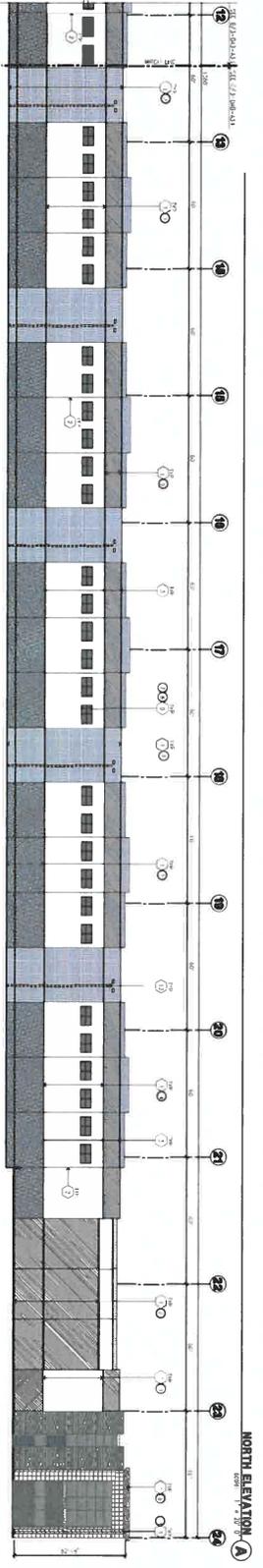
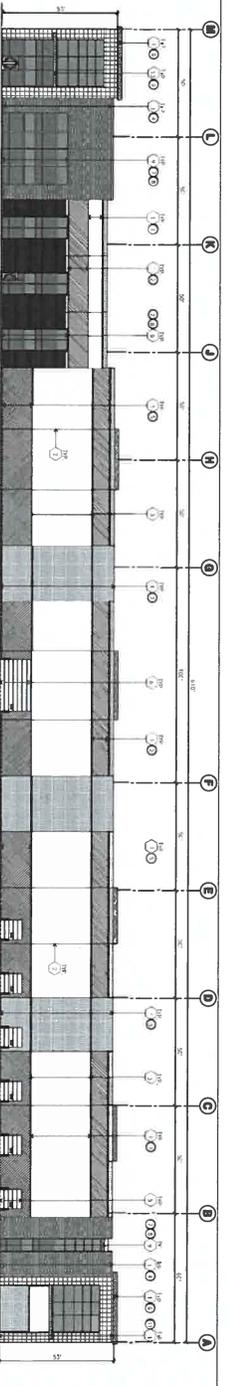
- GENERAL NOTES - ELEVATIONS**
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ENLARGED WEST ELEVATION B

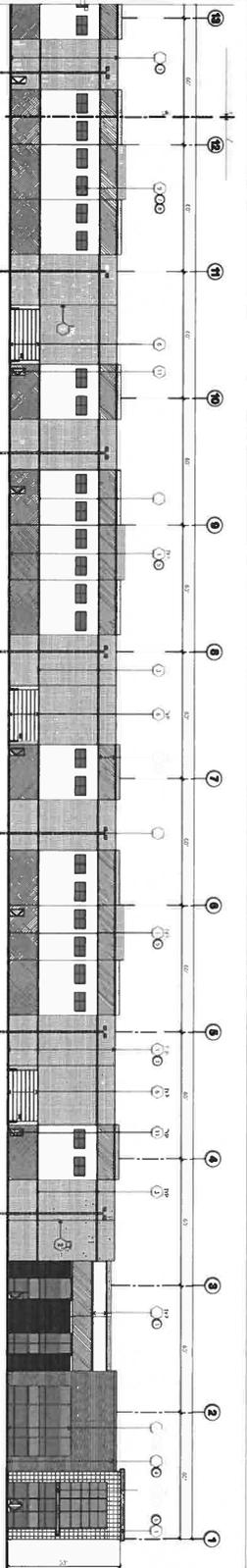


EAST ELEVATION A

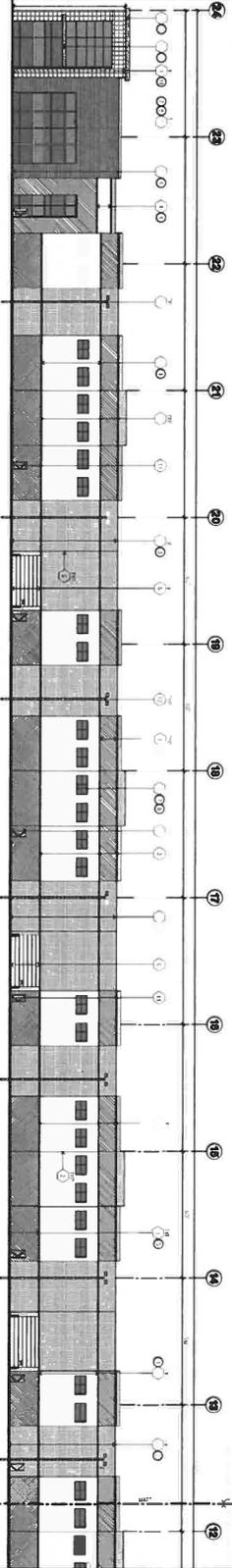


- NOTES - ELEVATIONS**
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- COLOR SCHEDULE - ELEVATIONS**
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- GLAZING LEGEND**
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- GENERAL NOTES - ELEVATIONS**
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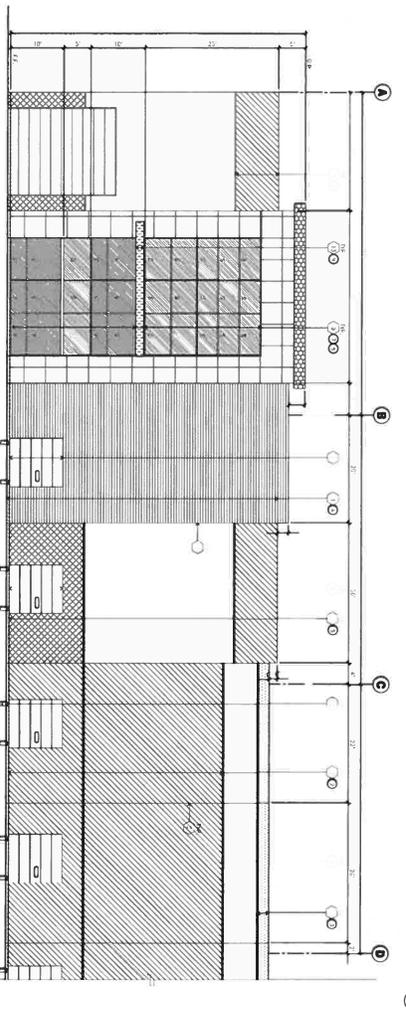
<p>HPA ARCHITECTURE</p>	<p>18011 Lakeside Blvd., Ste. 4100 Houston, TX 77058 Tel: 281.465.1170 Fax: 281.465.1171 www.hpaarchitecture.com</p>	<p>IDI Logistics</p>	<p>Project: FERRIS LOGISTICS CENTER NORTH</p>	<p>RENDERING BY: JAMES W. WILSON PROJECT NUMBER: 18011 LAKESIDE BLVD., STE. 4100 HOUSTON, TX 77058</p>	<p>CONSULTANTS: CIVIL: HERRIS & WEBB MECHANICAL: HERRIS & WEBB ELECTRICAL: HERRIS & WEBB LANDSCAPE: HERRIS & WEBB ARCHITECT: HERRIS & WEBB</p>	<p>THE ELEVATIONS</p> <p>Project Number: 18011 Created by: CW Date: 02/28/21 Revision:</p>	<p>3-D-B-A-B-A-3-1</p>
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EAST ELEVATION A



EAST ELEVATION CONT. B



ENLARGED SOUTH ELEVATION C

- NOTES - ELEVATIONS**
1. CONCRETE SLAB ON GRADE FINISHED.
 2. WALLS AND
 3. CONCRETE TILT UP EXTERIOR WALL.
 4. INTERIOR FLOOR FINISH TO BE DETERMINED BY ARCHITECT.
 5. INTERIOR CEILING FINISH TO BE DETERMINED BY ARCHITECT.
 6. INTERIOR PARTITION WALLS AND CORE COMPLETE.
 7. EXTERIOR FINISHES TO BE DETERMINED BY ARCHITECT.
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- COLOR SCHEDULE - ELEVATIONS**
- 1. CONCRETE SLAB ON GRADE FINISHED.
 - 2. WALLS AND
 - 3. CONCRETE TILT UP EXTERIOR WALL.
 - 4. INTERIOR FLOOR FINISH TO BE DETERMINED BY ARCHITECT.
 - 5. INTERIOR CEILING FINISH TO BE DETERMINED BY ARCHITECT.
 - 6. INTERIOR PARTITION WALLS AND CORE COMPLETE.
 - 7. EXTERIOR FINISHES TO BE DETERMINED BY ARCHITECT.
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- GLAZING LEGEND**
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GENERAL NOTES - ELEVATIONS

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NORTH

Project:
PERRIS LOGISTICS CENTER

DESIGNED BY:
RESNANS AEC & ELLIS INC.
RESNANS CALISTO

GENERAL CONTRACTOR:
WILSON PROJECT MANAGERS
19155 WILSON ROAD, SUITE 100
IRVINE, CA 92614
949.260.0000

Consultants:

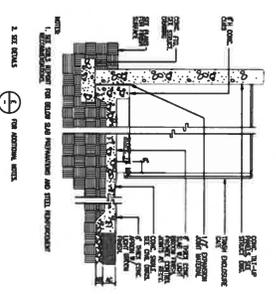
THOMAS & WHEAT

CIVIL
MECHANICAL
ELECTRICAL
PLUMBING
ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL ENGINEERING
STRUCTURAL ENGINEERING
TRANSPORTATION ENGINEERING
WATER RESOURCES ENGINEERING

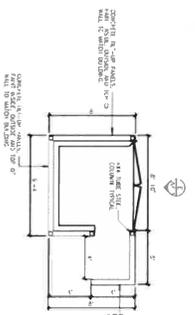
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Drawn By: CH
Date: 02/28/21
Revision:

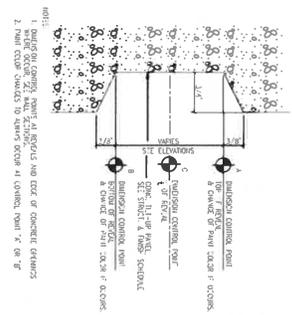
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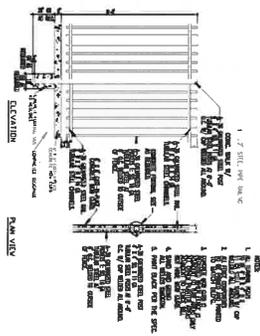
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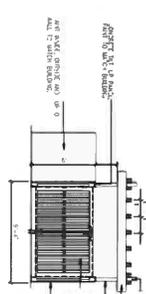
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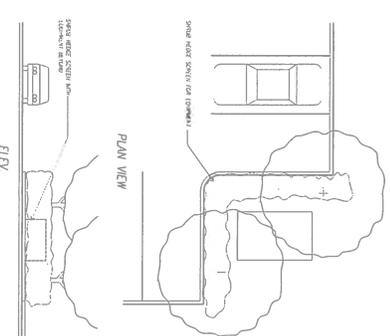
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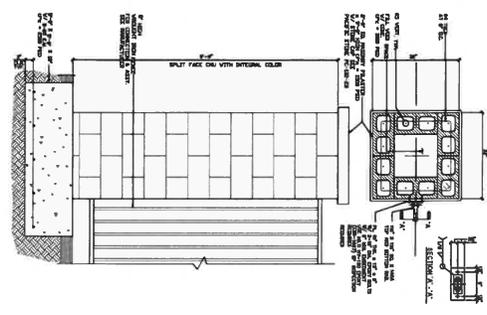
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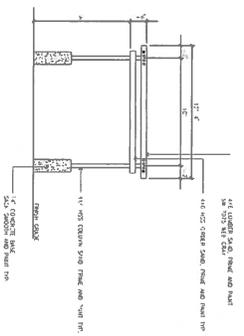
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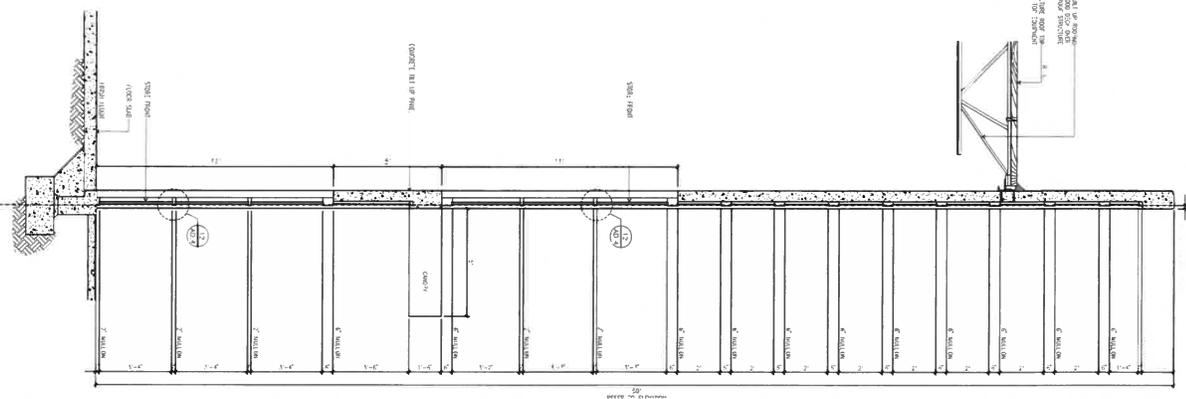
GROUND MOUNTED EQUIPMENT SCREENING, TYP. D



PLASTER DETAIL



TRUSS PLAN AND ELEVATION G



TYP. STOREFRONT SECTION A

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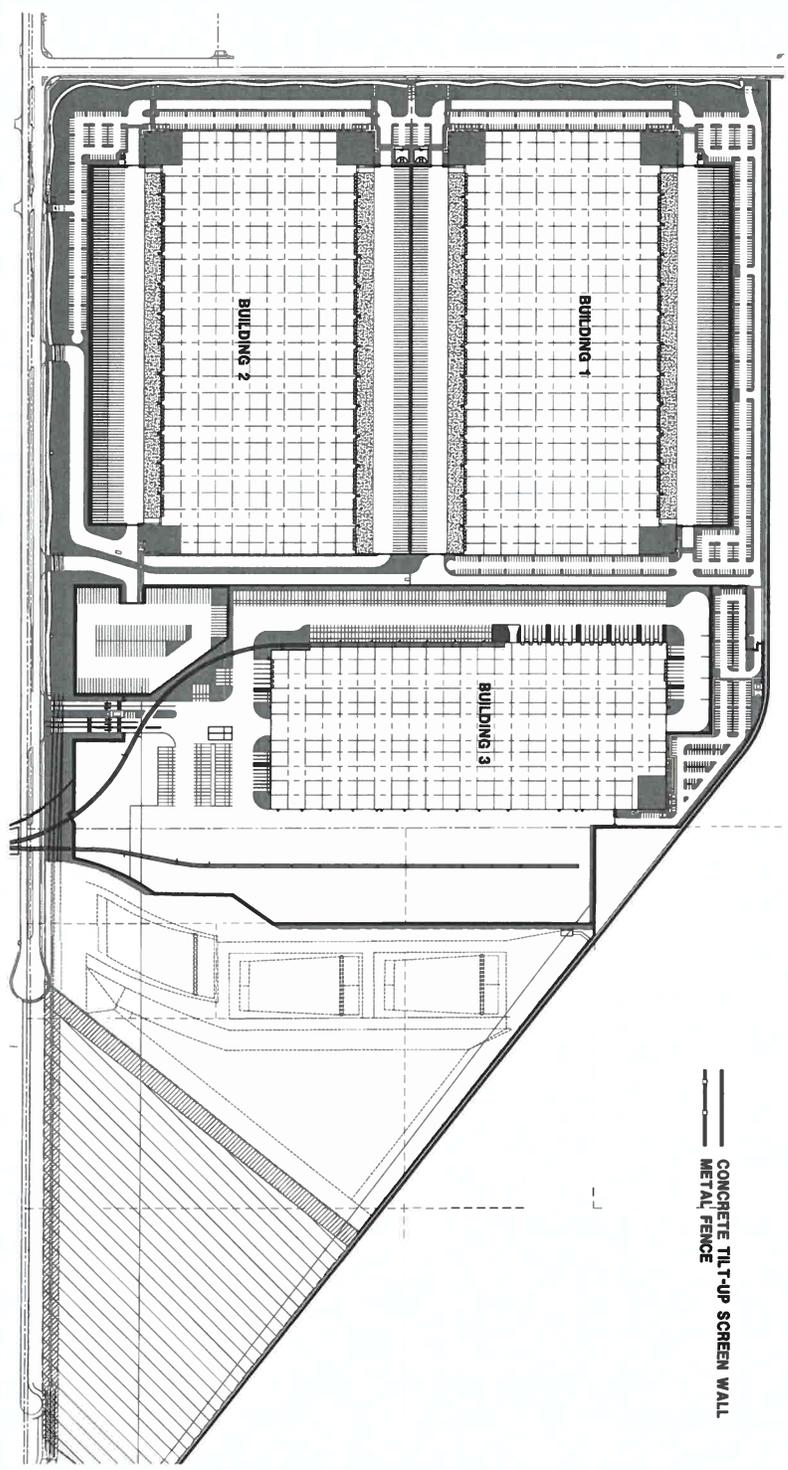
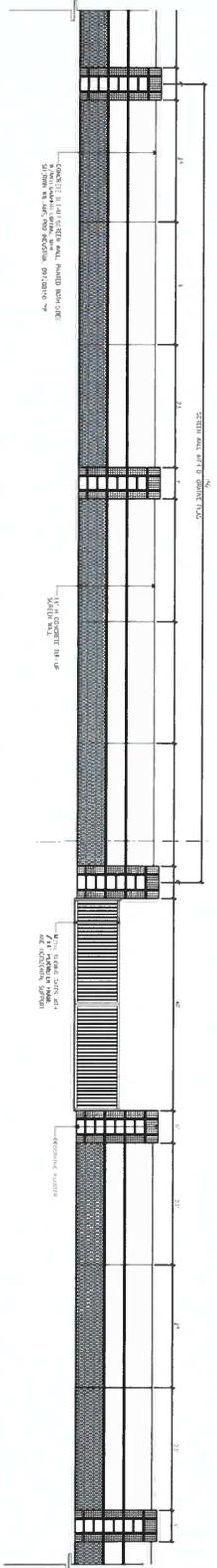
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PERRIS LOGISTICS CENTER NORTH
REARVIEW AVE & ELBA AVE
PERRIS CANALS
GROUND FOOTPRINT NUMBER: 19-03532A
NORTH LOGISTICS CENTER PHASE 2 PLAN 19-03532A
19-03532A

Consultants:
TRINITY ENGINEERS
ARCHITECTURE
PLANNING
ELECTRICAL
LANDSCAPE ARCHITECTURE
MECHANICAL

Title: SECTION

Project Number: 1912
Drawn by: CH
Date: 03/28/21
Revision:

Drawn: DAB-A4.1



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Project:
 PERRIS LOGISTICS CENTER NORTH

Revised by:
 REJAVOS INC & ELIS INC
 PERRIS CALIF 92420

Consultants:

THOMAS & WHEAT

CIVIL, ARCHITECTURE, INTERIORS, MECHANICAL, ELECTRICAL, PLUMBING, SANITARY, HVAC, STRUCTURAL, METALS, CONSTRUCTION ADMINISTRATION

Project Number: 1112

Drawn by: CH

Date: 02/28/21

Revised:

DAB-A4.2

Sheet



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Project:
PERISS LOGISTICS CENTER
NORTH

REDAUNS, INC. & SUBS. INC.
PERISS CENTER
GENERAL PROJECT NUMBER:
R01001-0007-001-001-001
REVISED: 09/2012

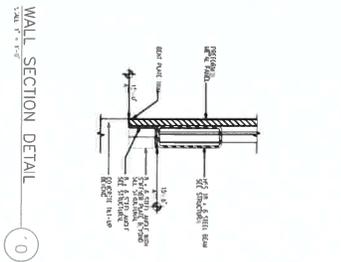
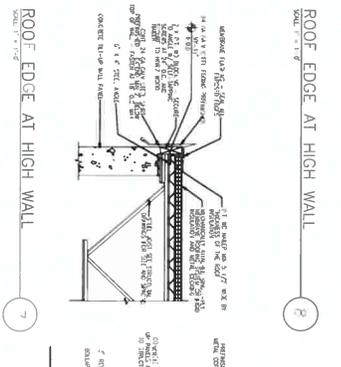
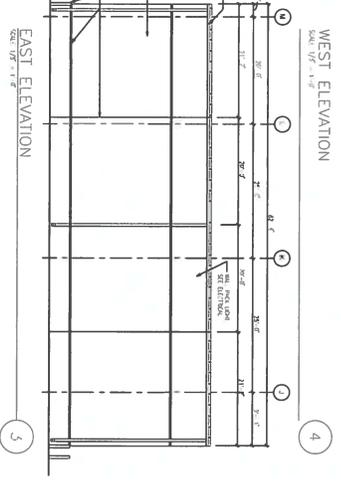
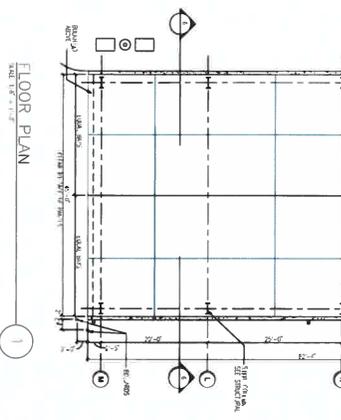
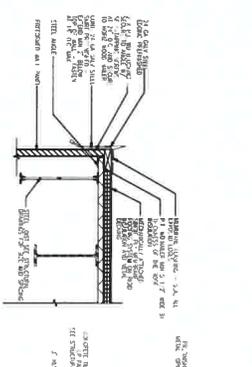
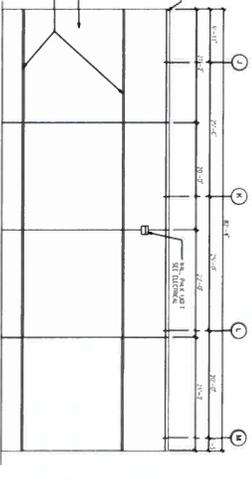
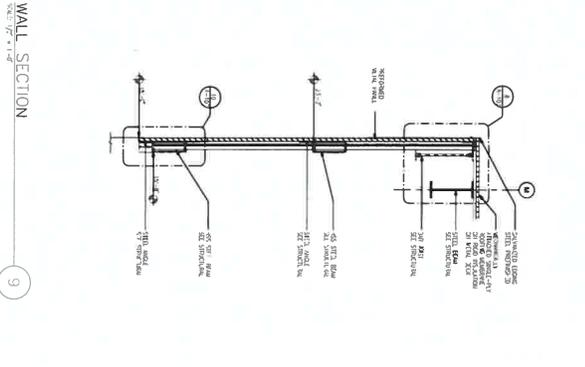
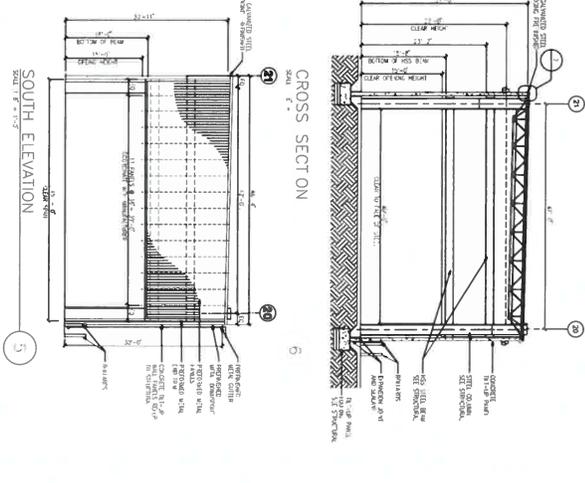
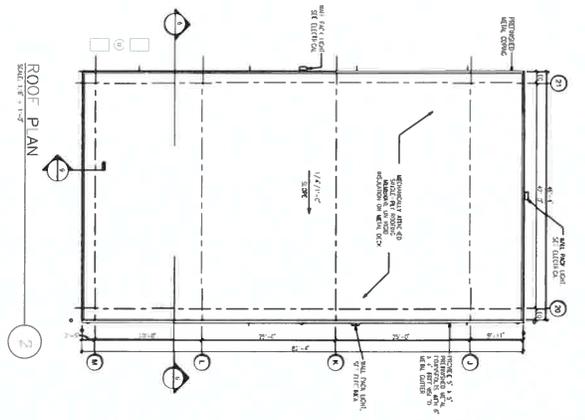
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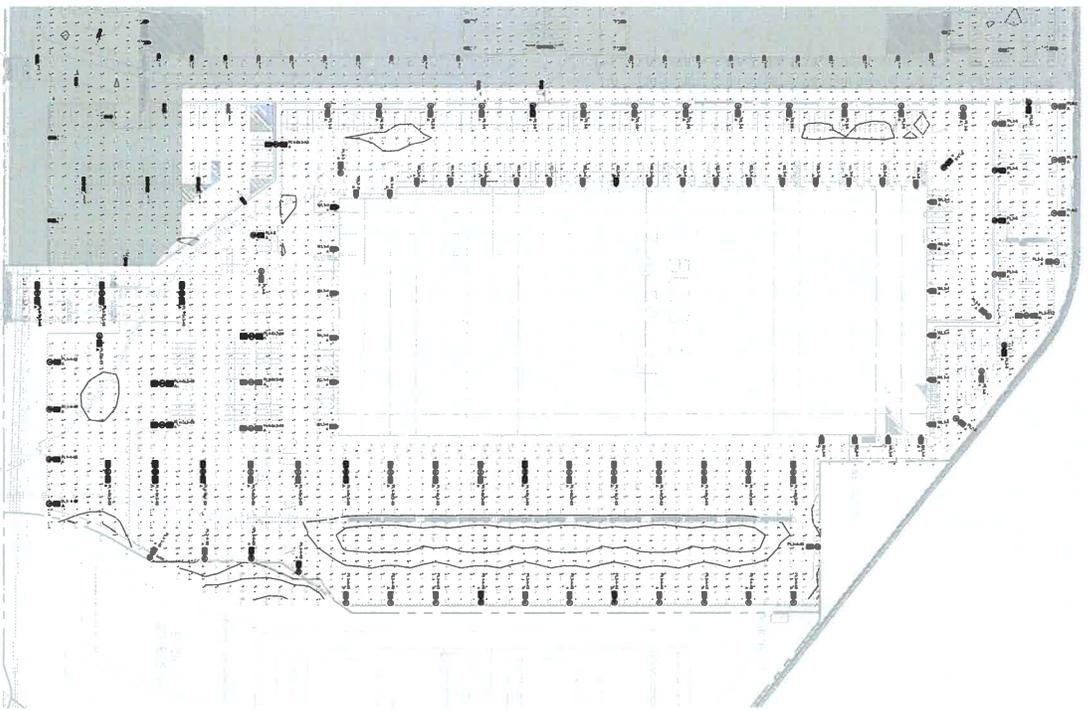
Consultants:
THOMAS & WEBB
ARCHITECTS
STRUCTURAL ENGINEERS
MECHANICAL ENGINEERS
ELECTRICAL ENGINEERS
LANDSCAPE ARCHITECTS
INTERIORS

The THOMAS STRUCTURAL ENGINEERS

Project Number: 1112
Drawn by: CH
Date: 02/26/11
Revision:

Sheet:
DAB-A4.4





BUILDING 3 SITE LIGHTING PLAN

R5X2 LED
Aero Luminaire

Specifications:
 Model: R5X2 LED
 Height: 14'-0" (4.27 m)
 Lumens: 147,000 lm
 Beam Spread: 120°
 Mounting: Pole Mount
 Finish: White

Performance:
 This luminaire is designed to provide uniform, high-quality lighting for large areas. It features a wide beam spread and high lumen output, making it ideal for parking lots, walkways, and large open spaces. The luminaire is constructed from durable materials and is designed for long-term performance.

Area	Area (sq ft)	Area (sq m)	Footcandle (fc)	Footcandle (lm/m²)
Building 3	10,000	929	10	107
Building 1	10,000	929	10	107
Building 2	10,000	929	10	107
Site	10,000	929	10	107

Site Lighting Statistics

Area	Area (sq ft)	Area (sq m)	Footcandle (fc)	Footcandle (lm/m²)
Building 3	10,000	929	10	107
Building 1	10,000	929	10	107
Building 2	10,000	929	10	107
Site	10,000	929	10	107

Key Plan

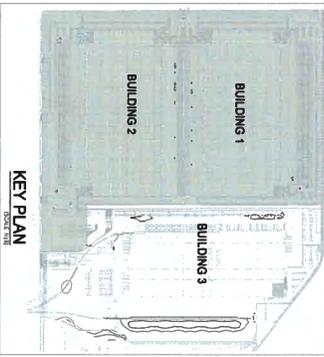
FIGURE LEGEND

SYMBOL	DESCRIPTION	BASE HEIGHT
(Symbol)	Standard luminaire	Standard
(Symbol)	High luminaire	High
(Symbol)	Low luminaire	Low
(Symbol)	Street luminaire	Street
(Symbol)	Area luminaire	Area
(Symbol)	Walkway luminaire	Walkway
(Symbol)	Site luminaire	Site

**** SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS**

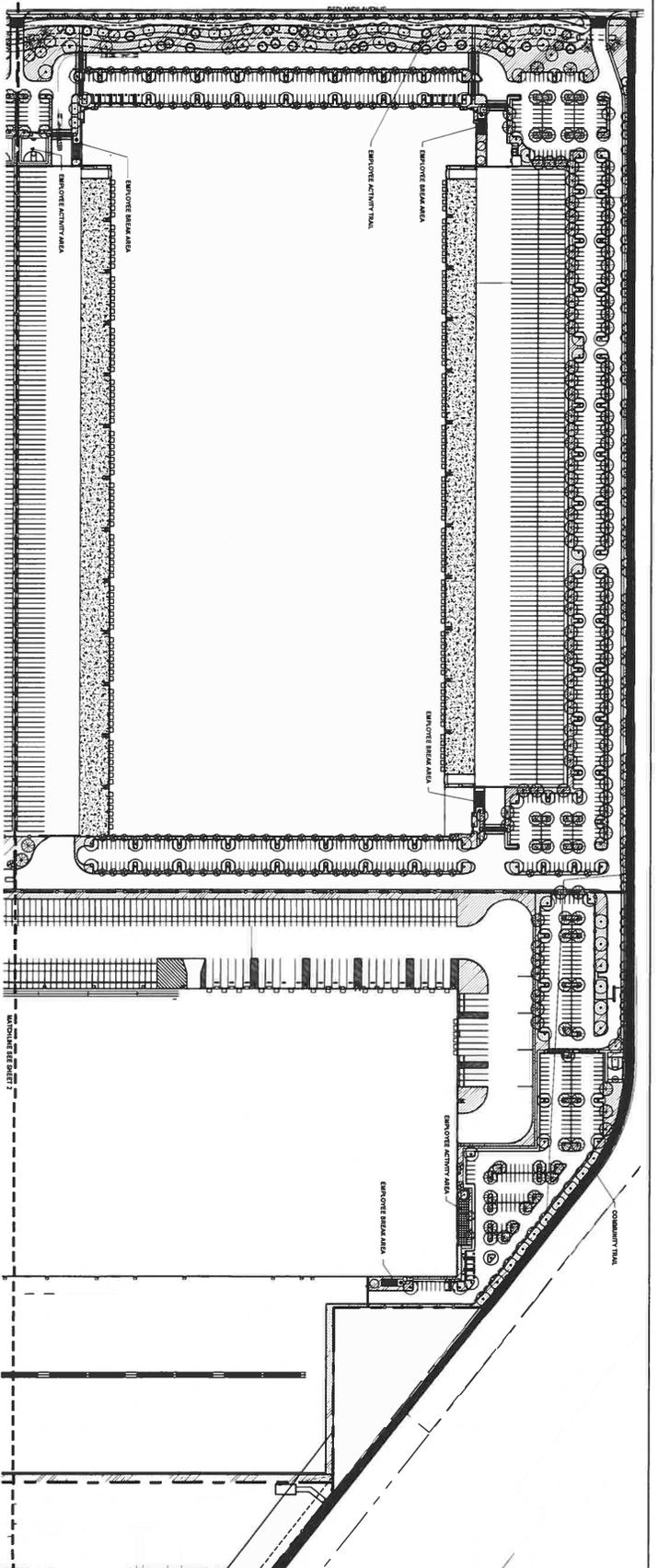
SITE LIGHTING STATISTICS

Area	Area (sq ft)	Area (sq m)	Footcandle (fc)	Footcandle (lm/m²)
Building 3	10,000	929	10	107
Building 1	10,000	929	10	107
Building 2	10,000	929	10	107
Site	10,000	929	10	107



KEY PLAN

<p>CONTRACTORS ENGINEERS 100 W. EMPORIA ST. OAKLAND, CA 94612 (925) 262-1194</p>		<p>PROJECT: PERKINS LOGISTICS CENTER BUILDING 3</p> <p>REVISIONS SHEET 1 OF 1</p>	<p>TITLE: SITE LIGHTING PLAN</p> <p>DESIGNED BY: JRM CHECKED BY: JRM DATE: 12/29/2020</p>	<p>2020/20 20840 3ESL1</p>
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PLANTING LEGEND

Plant Name	Quantity	Plant Size	Plant Spacing
... (various plant symbols)

Plant Name	Quantity	Plant Size	Plant Spacing
... (various plant symbols)

Plant Name	Quantity	Plant Size	Plant Spacing
... (various plant symbols)

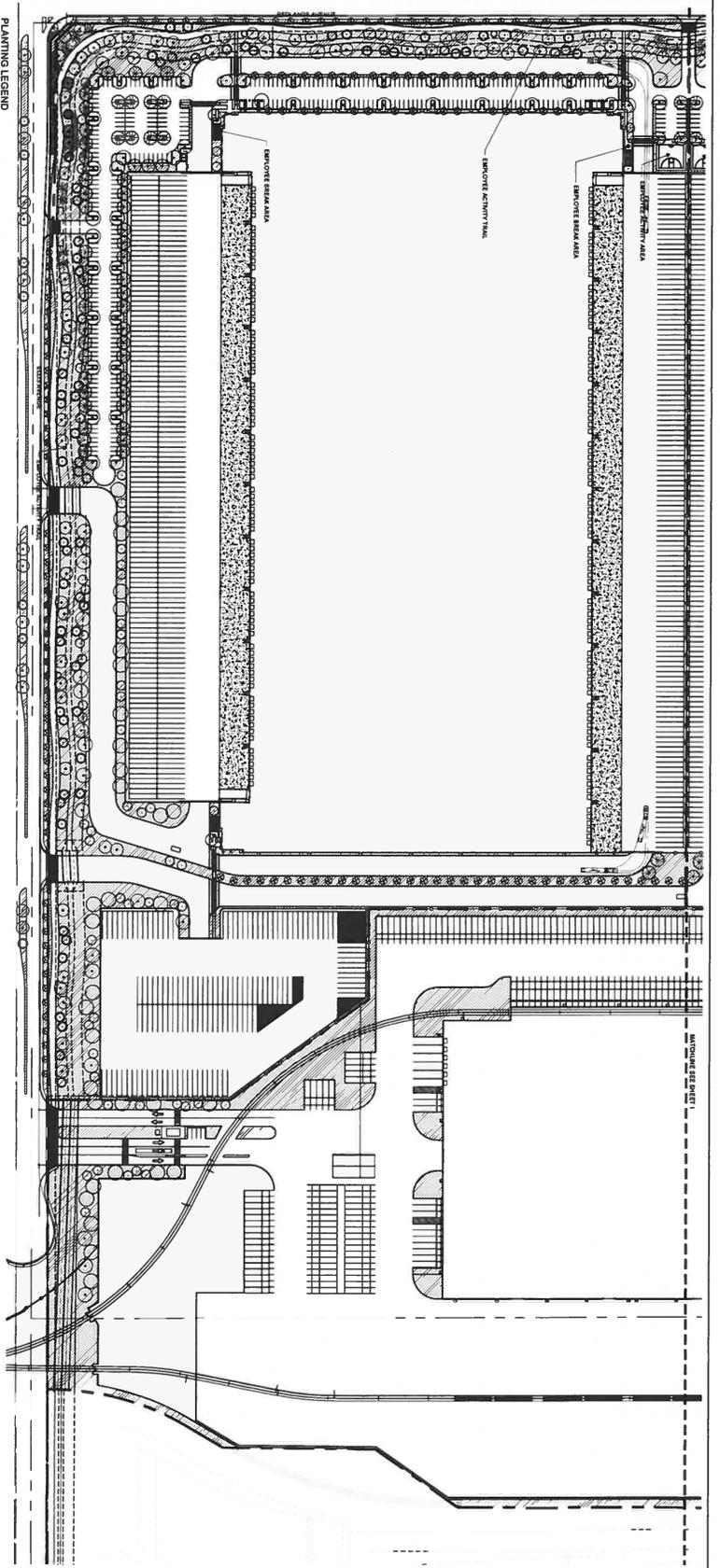


Perris Logistic Center North

SHEET 1 OF 2

Perris, California

H UNTER LANDSCAPE
 7117 E. AM STREET PACIFIC CA 92650
 714.966.2600 FAX 714.966.3868



PLANTING LEGEND

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Perris Logistic Center North

10/25/20
10/26/20
10/27/20
10/28/20
10/29/20

Perris, California



HUNTER LANDSCAPE
211 8TH STREET PASCADUNA, CA 92520
714.986.2400 FAX 714.986.2408

SHEET 2 OF 2



Planning Commission Agenda

CITY OF PERRIS
July 07, 2021

Item

7E

Development Plan Review
(DPR) 19-00016



CITY OF PERRIS

PLANNING COMMISSION

AGENDA SUBMITTAL

- MEETING DATE:** July 7, 2021
- SUBJECT:** **First Rider - Development Plan Review (DPR) 19-00016** – A proposal to construct a 324,147 square foot speculative industrial building located at the southeast corner of Redlands Avenue and Rider Street within the Light Industrial (LI) zone of the Perris Valley Commerce Center Specific Plan (PVCC-SP). **Assessor Parcel Nos:** 300-210-001,002,003, 004 and 005
Applicant: Nicole Torstvet, Albert A. Webb Associates
- REQUESTED ACTION:** **Adopt Resolution No. 21-12** adopting Mitigated Negative Declaration 2358 and approving Development Plan Review 19-00016 to allow construction of a 324,147 sq. ft. industrial warehouse building on approximately 16.25 acres of land located at the southeast corner of Rider Street and Redlands Avenue, based on the findings and the Conditions of Approval.
- RELATED CASES:** Parcel Merger 20-05077
- CONTACT:** Candida Neal, Interim Director of Development Services
-

PROJECT DESCRIPTION AND BACKGROUND

The applicant is proposing to construct a 324,147 SF light industrial speculative warehouse building, on approximately 16.25 acres of land located at southwest corner of East Rider Street and Redlands Avenue. The proposed building will be situated along Redlands Avenue with employee parking along the north, west and south property boundaries and truck parking to the east. The remaining areas will be landscaped and dedicated to fire circulation access. The development will include a retention basin located in the northeast area of the site. The site is within the airport overlay zones B2 and C1 of the Airport Land Use Compatibility Plan (ALUP). To address any concerns, staff reached out to the Riverside County Airport Land Use Commission. After consultation, no further review was required as the site is outside an area with land use constraints typically associated with industrial use.

ANALYSIS:

Zoning and General Plan Consistency

The existing site is vacant and located within the Perris Valley Commerce Center Specific Plan (PVCCSP). The General Plan designation and Zoning are Light Industrial. The proposed project is consistent with this designation. This land use designation is intended for an industrial development

that supports a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities, which is consistent with the Project. Information about adjacent properties is as follows:

Surrounding Zoning:

North: Light Industrial (LI)
South: Light Industrial (LI)
East: Light Industrial (LI)
West: Light Industrial (LI)

Surrounding Land Uses:

North: Industrial Vacant Land
South: Vacant
East: Residential
West: Vacant

Development Standards

The project site is subject to the PVCCSP Light Industrial Zone development standards. The proposed Project complies with all development standards of the zoning for the Light Industrial designation. See table below for development standards compliance.

Table 1. Perris Valley Commerce Center Specific Plan Light Industrial Development Criteria

	<i>Required</i>	<i>Provided</i>	<i>Complies</i>
Lot Coverage	50% max.	49.4%	Yes
Building FAR	0.75	0.45	Yes
Bldg. Height	50 feet	42 feet	Yes
Front Setback (Rider Street)			Yes
	15 feet	94 feet	
(Redlands Avenue)			Yes
	15feet	67 feet	
Side & Rear Yards:			
• Adjoining non-residential	None		Yes

1. Setback requirements are for structures on the public right of way.

2. Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.

Access & Circulation

The proposed building is situated centrally on the site with employee parking to the north along Rider Street, and west along Redlands Avenue with overflow parking to the south. The truck parking is confined to the truck court along the eastern boundary. There will be three access points for the development, two along Redlands Avenue and on access on Rider Street. The north access point on Redlands Avenue is for automobiles only and serves as the primary access for employees. The south access point on Redlands Avenue will be for the left in and right out access for trucks, and secondary access for the overflow parking for automobiles along the southern building boundary. The access point on Rider Street is for right in and left out for trucks, and secondary access for automobiles. This driveway will be controlled by appropriate signage and lighted stop signs subject to the City Engineers approval, as only one driveway is available on Rider Street.

Parking

The parking requirements for the City are based on proposed uses. As shown in the table below, the 192 parking spaces provided on the plan exceed the City's requirements of 101 spaces for high-cube warehouse use. In addition, the project provides 65 truck trailer parking stalls within the truck courts, which also meets the requirements for high-cube warehouses.

<i>Auto Parking Requirement for High Cube</i>	
<i>Parking Ratio Required</i>	<i>Building</i>
Total parking required (9' x 19')	
Warehouse:	
0-20,000 s.f. (1/1000 s.f.)	20 spaces
20K = 40K s.f. (1/2000 s.f.)	10 spaces
40K + SF (1/4,000)	71 spaces
	101 spaces
TOTAL	101 spaces (required)
<i>Parking Provided</i>	<i>Building</i>
Standard	184 spaces
Handicap	8 spaces
TOTAL	192 spaces

Per Zoning Code Section 19.69, specifies that 8 handicapped spaces are required for the First Industrial project therefore, the 8 handicapped spaces in the project plan comply with this Code requirement. To be compliant with the CALGreen Building Code, parking spaces are required to be capable of being converted to electric vehicle (EV) charging spaces. All new construction and qualifying additions or alterations must comply with CALGreen effective on January 1, 2020. In total, 5 bicycle parking spaces are provided, both long- and short-term, including racks near each office area. Therefore, all parking requirements are met or exceeded by this project.

Landscaping and Lighting

The applicant has submitted a conceptual landscape plan that conforms to the requirements of the Landscaping Ordinance. The proposed on-site landscaping area totals approximately 81,809 sq. ft. or approximately 12.6% of the site, which exceeds the minimum 12% landscape requirement of the code. Landscaping has been provided throughout the parking areas, adjacent to the buildings and trash enclosure area. All parking rows are framed by end planters, and most landscape areas function as bio-swales.

Fencing and Screening

The project site will have a 14-foot tall decorative block wall to screen the truck loading area facing Rider Street. An 8-foot tall tubular steel fence with pilasters at every 100 feet are proposed on the east and south property lines.

Employee Amenity and Recreation area

Buildings over 100,000 square feet must have at least one (1) indoor employee amenity and two (2) outdoor employee amenities. The indoor amenity can range from cafeterias to weight rooms, which has not been determined at this time. In regard to the two outdoor amenities, the applicant is proposing to have a furnished outdoor employee break area adjacent to the front office space and a basketball court at the southeast corner of the site. Since access to the basketball court requires a pedestrian to cross a truck aisle staff has conditioned this be replaced and relocated to the overflow parking area along the southern boundary of the site with an equivalent amenity, subject to the review and approval of the Planning Division staff.

Building Elevations/Architecture

The proposed architecture utilizes different colors and materials to distinguish the building's base, body, and cap. The building's design elements utilize a combination of varying rooflines, decorative cornice treatment, vertical columns, windows, brick veneer, and recessed panels from the intermittent projecting enhanced vertical treatment. The building's design provides symmetry and balance with enhanced treatments at the corners and intermittently along the façade to maintain visual interest. The brick veneer is provided around the building office entrances where they are visible from the street. The entry areas also have a recess paneling to provide additional articulation in the vertical plane. The proposed color palette is a variation of beige shades, brown and grey to complement the veneer. Together, the combination of varying colors, articulating footprint, variable roof height, enhanced cornice treatments, windows, etc., provides visual interest to the building.

ENVIRONMENTAL CONSIDERATIONS AND CEQA PROCESS

CEQA Compliance Process and Determination

The Project application was received on December 23, 2019. An Initial Study was prepared for the Project in accordance with the City's guidelines implementing the California Environmental Quality Act (CEQA). On the basis of this Initial Study, staff concluded that all potential significant effects on the environment could be reduced to less than significant level through mitigation measures. In accordance with the California Environmental Quality Act (CEQA) a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was filed, and the Initial Study and Mitigated Negative Declaration were made available between May 19, 2021, to June 17, 2021, to public agencies and property owners within a 300-foot radius of the Project site. Three comment letters were received during the public review period for the Draft IS/ MND as summarized below:

Comment Letters

During the Draft MND public review period, three (3) comment letters were received from the following agencies and organizations:

- 1) **Adam Salcido, (Email dated May 20, 2021).** Requests that the city provide notice of

hearings and other actions associated with the proposed project. No comments on the IS/MND were provided.

- 2) **Stacey Osborne Loxeay, Drury LLP (letter dated July 21, 2020).** Requests that the city provide notice of hearings and other actions associated with the proposed project. No comments on the IS/MND were provided.
- 3) **Golden State Environmental Justice Alliance (email dated June 14, 2021).** The letter questions the CEQA analysis for the Project in the area of piecemealing, project description, energy, greenhouse gas emissions, noise, hazards, land use and planning, population and housing and transportation and believe an EIR should be prepared. Written responses have been provide responding to the objections, which is provided in the Final MND (see webpage link: <https://www.cityofperris.org/home/showpublisheddocument/14214>), and confirms that the MND is the appropriate CEQA determination.

As summarized above, no comments that required revisions to the Draft IS/MND were received. All potential effects of the proposed Project have been reduced to less than significant levels with implementation of mitigation measures. Therefore, a final Mitigated Negative Declaration (IS/MND) has been prepared with a Mitigation Monitoring and Reporting Program that will be implemented for the proposed project.

AIRPORT LAND USE COMMISSION

The project site is located approximately 13,200 feet southeasterly of the southeasterly terminus of Runway 14-32 at March Air Reserve Base. According to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the project site is located within two zones, Zone C1 and Zone B2; which possesses no accidental risks at this distance from the runway, which is reduced by the altitude at which the aircraft flies over the site.

Because the project is not proposing any legislative action (general plan amendment, zone change, specific plan amendment, etc.) and the fact that the City's General Plan is consistent with the March Plan, ALUC review is not required.

RECOMMENDATION:

Adopt Resolution No. 21-12 adopting Mitigated Negative Declaration 2358 and approving Development Plan Review 19-00016 to allow construction of a 324,147 sq. ft. industrial warehouse building on approximately 16.2 acres of land located at the southeast corner of East Rider Street and Redlands Avenue, based on the findings and the Conditions of Approval.

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

Prepared by: Alfredo Garcia, Project Planner
Reviewed by: Kenneth Phung, Planning Manager

EXHIBITS: Exhibit A – A Resolution 21-12 with Conditions of Approval (Planning, Engineering, Public Works, and Building)
Exhibit B – Aerial
Exhibit C – PVCC Specific Plan Land use
Exhibit D – Plans
Exhibit E – Comment letters
Exhibit F – Initial Study/MND and Associated Studies *(due to the size of the files the documents are located at the following webpage link):*

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-273>

EXHIBIT A

Reso 21-12 with Conditions of Approval
(Planning, Engineering, Public Works and
Building)

RESOLUTION NUMBER 21-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ADOPTING MITIGATED NEGATIVE DECLARATION 2358 AND APPROVING DEVELOPMENT PLAN REVIEW TO FACILITATE THE CONSTRUCTION OF A 324,147 SQUARE FOOT INDUSTRIAL BUILDING ON APPROXIMATELY 16.25 ACRES OF LAND LOCATED ON THE EAST SIDE OF REDLANDS AVENUE AND SOUTH OF RIDER STREET, SUBJECT TO CONDITIONS OF APPROVAL AND THE FINDINGS NOTED HEREIN.

WHEREAS, the First Rider Industrial Project applicant proposes to construct a 324,147 sq. ft. industrial building on approximately 16.25 acres of land located on the east side of Redlands Avenue and South of Rider Street ("Project"); and

WHEREAS, a Development Plan Review application (DPR 19-00016) was submitted for consideration of architectural design and site layout; and

WHEREAS, proposed Development Plan Review 19-00016 is considered a "project" as defined by the California Environmental Quality Act ("CEQA"); and

WHEREAS, the Project is located within the Airport Overlay Zone (AOZ) of the 2014 March Air Reserve Base/Inland Port Airport Lands Use Compatibility Plan; and

WHEREAS, staff determined the Project is consistent with the 2014 March Air Reserve Base/Inland Port Airport Lands Use Compatibility Plan and therefore does not require ALUC (Airport Land Use Commission) review;

WHEREAS, the public hearing scheduled for July 7, 2021, before the Planning Commission, at which time all interested persons were given full opportunity to be heard and to present evidence; and

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

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

WHEREAS, pursuant to CEQA and State CEQA Guidelines, an Initial Study (IS) was prepared for the proposed Project; and

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

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF PERRIS does resolve as follows:

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

Section 2. Environmental Analysis. The Planning Commission hereby determines pursuant to Section 15070 of the CEQA Guidelines that based upon on the Initial Study prepared for the Project in accordance with City of Perris guidelines for implementing the CEQA, all potential significant effects on the environment can be reduced to a less than significant level through mitigation measures, the design of the development, the zoning code, and standard requirements of the City; therefore a Mitigated Negative Declaration (2358) has been prepared, with findings that:

- A. No significant environmental effects would occur, and there is no substantial evidence, in light of the whole record, that the Project as revised may have a significant effect on the environment, and a Mitigated Negative Declaration (2358) has been prepared.
- B. The City has complied with the California Environmental Quality Act (CEQA).
- C. Determinations of the Planning Commission reflect the independent judgment of the City.

Section 3. Development Plan Review 19-00016. Based upon the forgoing and all oral and written statements and reports presented by City staff and members of the public, including but not limited to, such statements and reports presented at its public hearing on July 7, 2021, the Planning Commission finds that:

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 the P.M.C., 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 PVCCSP zoning Light Industrial (LI) designation on the site, and with the existing land uses in the area. The Project as conditioned meets or exceeds all design and development criteria of the underlying LI zoning district, which implements the development standards and policies of the City and the PVCCSP.

2) The proposed Project 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 along the eastern side of Redlands Avenue south of East Rider Street, which allows for adequate access and provides for the logical connection to infrastructure to service the site. Utility service connections are available to service the site.

3) The proposed Project 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 Project will not be detrimental to the public health, safety or welfare, or injurious to property and improvements in the vicinity or to the general welfare of the City, in that the Project is designed in conformance with the City's Zoning Ordinance. Further, the proposed Project meets or exceeds the design and development standards of the PVCC-SP, and as such, will integrate into the existing fabric of industrial development that is contemplated for the area.

4) The architecture of the proposed Project includes updated and enhanced architecture which is compatible with community standards and protects the character of adjacent development.

The proposed architecture meets PVCCSP design standards for Light Industrial development, and thereby protects the character of the overall development of the PVCCSP industrial zones. Enhanced architecture, site design, and landscaping have been provided for the Project. The building design features symmetry and balance with enhanced architectural treatments at the corners of the building. The proposed color palette and materials provide a variety and interest through the use of color tones ranging from beige, white and grey are used throughout the building wall surface and to further accentuate the corner and pop-out façade elements. Glazing treatments have been applied on all facade's windows and the use of brick veneer provides additional texture along the building entrance corners.

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

The proposed Project meets or exceeds the on-site and off-site landscape standards for the Light Industrial (LI) zoning district as outlined 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.

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 mitigates potential impacts to the environment.

Section 4. Based upon the forgoing and all oral and written statements and reports presented by City staff and members of the public, including but not limited to, such statements and reports presented at its public hearing on July 7, 2021, the Planning Commission hereby adopts Mitigated Negative Declaration 2355 and Mitigation Monitoring Reporting Program.

Section 5. Based upon the forgoing and all oral and written statements and reports presented by City staff and members of the public, including but not limited to, such statements and reports presented at its public hearing on July 7, 2021, the Planning Commission hereby approves the Project (Development Plan Review 19-00016) to construct a 324,147 sq. ft. industrial building on approximately 16.25 acres of land located on the east side of Redlands Avenue and South of East Rider; and determines that the Project is covered under MND 2358, as adopted; subject to the Planning Division, Building, Fire, Public Works and Engineering Departments' Conditions of Approval (COA) attached hereto as Exhibit A, and incorporated herein by this reference.

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

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

ADOPTED, SIGNED, and APPROVED this 7th day of July 2021.

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 21-12 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 7th day of June 2021, and that it was so adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Secretary, Planning Commission

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

PLANNING COMMISSION CONDITIONS OF APPROVAL

Development Plan Review 19-00016

July 7, 2021

PROJECT: A proposal to construct a 324,147 square foot speculative industrial building located at the southeast corner of Rider Street and Redlands Avenue within the Light Industrial (LI) zone of the Perris Valley Commerce Center Specific Plan. (APN's: 300-210-001, -002, -003, -004, and -005.). **Applicant:** Nicole Torstvet, Albert A. Webb Associates

General Requirements:

1. **Municipal Code and Specific Plan Compliance.** The project shall conform to the Light Industrial (LI) zone standards of the *Perris Valley Commerce Center Specific Plan* (PVCCSP) and Chapter 19 of the Perris Municipal code.
2. **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.
3. **Expansion of Use.** No expansion of the site or the use shall occur without subsequent reviews and approvals from the Planning Division.
4. **Term of Approval.** This approval shall be used within three (3) years of approval date; otherwise it shall become null and void. By use is meant the beginning of substantial construction contemplated by this approval within the three (3) year period which is thereafter diligently pursued to completion, or the beginning of substantial utilization contemplated by this approval. A maximum of three (3) one-year time extensions shall be permitted.
5. **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.
6. **Mitigation Monitoring Reporting Program (MMRP).** To reduce potential air quality, biology, cultural, hazardous and noise impacts, the mitigation measures listed in the MND 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.
7. **Notice of Determination.** 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," in the amount of \$2,260.25 for staff to file the Notice of Determination in compliance with CEQA.

8. **Conformance to Approved Plans.** The proposed use will operate in accordance with the 2021 Planning Commission meeting approval, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.
9. **Building & Safety Division.** The project shall comply with all Conditions of Approval by the Building and Safety Department dated March 10, 2020.
10. **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).
11. **Rooftop Solar.** The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission.
12. **Fire Department Conditions.** The project shall comply with all Conditions of Approval by the Fire Department dated June 7, 2021, consisting of the following requirements.
 - a) 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.
 - b) Prior to the to the issuance of a grading permits, evidence of sufficient fire flow of 4,000 GPM for 4 hours shall be provided to the City of Perris. The City of Perris Building and Fire Marshal Water Available/Fire Flow Form shall be utilized.
 - c) 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.
 - d) All required fire hydrants shall be installed and operational prior to building construction. All fire hydrants shall remain operational during construction.
 - e) 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.
 - f) The Fire Department Connection (FDC) shall be located within 150' of a public fire hydrant. The fire hydrant shall be in the same side of the street. A vehicle access roadway/approach shall not be placed between the FDC and fire hydrant.
 - g) Prior to construction a temporary address sign shall be posted and clearly visible from the street.

- h) 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.
 - i) City of Perris approval shall be obtained prior to the storage and/or use of hazardous materials as defined by the California Fire Code.
 - j) The building shall be provided with an automatic fire sprinkler system in accordance with NFPA 13. Construction plans shall be submitted for review and approval to the City of Perris prior to installation.
 - k) 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.
 - l) 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 subsections. 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 license by FCC, 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.
13. **Public Works.** The project shall adhere to the requirements of the Public Works Department as indicated in the attached Conditions of Approval dated May 27, 2021.
14. **City Engineering.** The Project shall comply with all requirements of the City Engineer's Conditions of Approval dated June 30, 2021.
15. **Sign Application.** A separate sign application will be required for any signs.
16. **Graffiti.** Graffiti located on-site shall be removed within 48 hours. The site shall be maintained in a graffiti-free state at all times.
17. **Indemnification.** The developer/applicant shall indemnify, protect, defend, and hold harmless, the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City concerning

Development Review (DPR) 19-00016. 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.

18. **Southern California Edison (SCE).** The developer/owner shall contact Southern California Edison SCE area service planner (951 928-8323) 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.
19. **Waste Hauling and Disposal.** The project shall use only the City-approved waste hauler for all construction and other waste disposal.
20. **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 or physical barrier such as a wall.
21. **Site Lighting Plan.** The site lighting plan shall conform to the requirements of the City's adopted Mount Palomar Ordinance and be submitted to the Planning Division for final review and approval. Full cutoff fixtures shall be used to prevent light and glare above the horizontal plane of the bottom of the lighting fixture. A minimum of one (1) foot-candle of light shall be provided in parking and pedestrian areas.
22. **Trash Enclosure.** The trash enclosure shall be constructed as presented in the development plans approved by the Planning Commission.
23. **Screening of Roof-Mounted Equipment.** Proper screening shall prevent public views of all HAVC equipment.
24. **Outstanding Fees.** Any outstanding processing fees due to the Planning Division shall be paid.
25. **Preliminary Water Quality Management Plan (PWQMP) .** A Preliminary WQMP was prepared for the proposed project site. All PWQMPs were determined to be in substantial compliance, in concept, with the Riverside County WQMP Manual requirements. The following conditions apply:
 - a) The development shall be subject to all provisions of City of Perris Ordinance Number 1194, which establishes stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.
 - b) The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing

the elevations, slopes, and other details for the proposed structural BMPs including the bioretention BMPs, CDS underground chambers, the Filterra Bioscape System, covered trash enclosure, and self-treating landscaping. The Public Work Department shall review and approve the final WQMP text, plans and details. Details of the underground chambers will be required.

26. Construction Practices. To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:

- a. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m., on weekdays. Construction may not occur on weekends or State holidays, without prior consent of the Building Official. Non-noise generating activities (e.g., interior painting) are not subject to these restrictions.
- b. Stationary construction equipment that generates noise in excess of 65 dBA at the project boundaries must be shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.
- c. Construction routes are limited to City of Perris designated truck routes.
- d. Water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, transportation of cut or fill materials and construction phases to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
- e. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such persons shall be provided to the City. Also, a board shall be placed at the subject site to include person and phone number for the public to call in case of dirt and dust issues.
- f. Project applicants shall provide construction site electrical hook ups for electric hand tools such as saws, drills, and compressors, to eliminate the need for diesel powered electric generators or provide evidence that electrical hook ups at construction sites are not practical or prohibitively expensive.

27. Property Maintenance. The project shall comply with provisions of Perris Municipal Code 7.06 regarding Landscape Maintenance and Chapter 7.42 regarding Property Maintenance. In addition, the project shall comply with the one-year landscape maintenance schedule identified in Public Works Department Condition of Approval No. 5, dated May 27, 2021.

Prior to Building Permit Issuance:

28. Prior to building permit issuance, the applicant shall provide a 36-inch wide concrete sidewalk between the southerly building wall and parking stalls. The landscaped finger areas shall be widened to align with the width of all emergency exits located at the southerly building wall to provide continuous connectivity of the concrete sidewalk.
29. **Fees.** The developer shall pay the following fees prior to the issuance of building permits:
 - 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.
 - e. Appropriate Road and Bridge Benefit District fees;
 - f. Appropriate City Development Impact Fees in effect at the time of development.
30. **March Air Reserve Base.** As required by the Perris Valley Commerce Center Specific Plan, the following measures shall be implemented to address the project's location within Airport Overlay Compatibility Zone C1:
 - b. Prior to issuance of building permits, the landowner shall have conveyed an aviation easement to the March Joints Powers Authority (MJPA).
 - c. 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.
 - d. No more than 250 people per single acre are permitted (i.e., 215 people).
 - e. 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, composting operations, production of cereal grains, sunflower and row crops, trash transfer stations that are open on one or more sides, recycling centers contain putrescible wastes, construction and demolition debris facilities, and incinerators.)
 - iv) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - f. A "Notice of Airport in the Vicinity" shall be provided to all potential purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

- g. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.
- h. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communication could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- i. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
- j. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
- k. Based on the location and proximity to the runway, the project height may exceed the FAA threshold for height obstruction, which would require Form 7460-1 review from the FAA.

31. **Landscaping Plans.** Prior 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 landscape and irrigation plan shall be prepared by a California registered landscape architect and conformed 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 landscaping shall be consistent with the conceptual landscape plan, except as required below.

32. **Construction Plans.** All Planning Division and Engineering Department Conditions of Approval, proposed employee amenities, and the Mitigation Monitoring Plan 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).

33. **Parcel Merger 20-05077.** The Parcel Merger shall be recorded.

Prior to Grading Permit Issuance:

34. **Precise Grading Plans.** Precise grading plans shall be submitted to the City Engineer for review and approval. Grading plans shall be consistent with approved development plans.

35. **Final Water Quality Management Plan (FWQMP).** Prior to issuance of grading permits a FWQMP is required to be submitted. To mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from the long-term operation of the project, the applicant shall develop, receive approval from the City, and implement a FWQMP. The FWQMP shall contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the

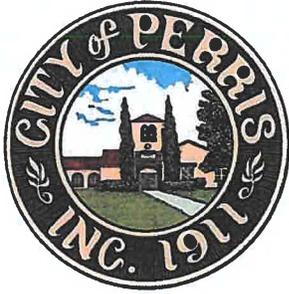
Preliminary WQMP and developed in compliance with the MS4 permit. The FWQMP shall specifically identify pollution prevention, source control, treatment control measures, and other Best Management Practices (BMPs) that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. The FWQMP shall substantially comply with site design, source control and treatment control BMPs proposed in the approved Preliminary Water Quality Management Plan (PWQMP).

Prior to Issuance of Occupancy Permits:

36. **Employee Amenities.** At least one (1) indoor employee amenity and two (2) outdoor employee amenities shall be provided. In addition, the basketball court located at the southeast corner of the site across the truck aisle shall be replaced and relocated to the overflow parking area along the southern boundary of the site with an equivalent amenity, subject to the review and approval of the Planning Division staff.
37. **Truck Routes.** Signs shall be provided on-site and within public rights of way to direct all trucks to use designated truck routes, only as approved by the Engineering and Planning Departments. Truck routes in the area include Rider Street to Redlands Ave., then North on Redlands Avenue to Harley Knox Blvd. or from Redlands Avenue to Morgan Street to Indian Avenue to Harley Knox Blvd or Placentia Avenue.
38. **Assessment and Community Facilities Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The developer shall complete all actions required to complete such annexation prior to issuance of a Certificate of Occupancy. This condition shall apply only to districts existing at the time the project is approved (or all requirements have been met for a certificate of occupancy, as applicable). Such districts may include but are not limited to the following:
 - a) Landscape Maintenance District No. 1;
 - b) Maintenance District No. 84-1;
 - c) Flood Control Maintenance District No. 1;
 - d) North Perris Public Safety Community Facilities Assessment District;
39. **On-Site 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 all the landscaping and irrigation has been installed and is completely operational. Before calling for a final inspection, a "Certificate of Compliance" form shall be completed and signed by the designer/auditor responsible for the project, and submitted to the project planner for approval.
40. **Final Inspection.** The applicant shall obtain occupancy clearance from the Planning Division by scheduling a final Planning inspection after final sign-offs from the Building Division and Engineering Department. Planning Staff shall verify that all pertinent

conditions of approval have been met. The applicant shall have all required paving, parking, walls, site lighting, landscaping and automatic irrigation installed and in good condition.

END OF CONDITIONS



CITY OF PERRIS

STUART E. MCKIBBIN, CONTRACT CITY ENGINEER

CONDITIONS OF APPROVAL

P8-1412

May 24, 2021, **Revised June 30, 2021**

DPR 19-00016, First Industrial

SE Corner of Rider Street & Redlands Avenue

Par 1 thru 4 – PM 7470 (PM 037/054) & Par 1 – PM 10002 (PM 042/023)

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the developer/property owner provides 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 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.

DEPARTMENT OF ENGINEERING

24 SOUTH D STREET, SUITE 100, PERRIS, CA 92570
TEL.: (951) 943-6504 - FAX: (951) 943-8416

3. Truck access to the site shall be limited to and from I-215, Harley Knox Boulevard, Redlands Avenue and Rider Street. Truck access to and from Ramona Expressway is prohibited.

Prior to Issuance of Grading Permit:

4. The developer/property owner shall sign the consent and wavier form to join the City's Lighting and Landscape Districts and City's Flood Control District as appropriate. The proposed streetlights and traffic signals shall be maintained by the City and cost paid by the developer/property owner through the said annexations.
5. The treated onsite runoff shall be collected and conveyed via underground drainage facilities connecting to Perris Valley Master Drainage Plan (PVMDP) Line A-B in Rider Street discharging into Perris Valley Storm Drain Channel.
6. Any connection to Line A-B will require an encroachment permit from Riverside County Flood Control and Water Conservation District (RCFCD).
7. Site circulation shall be such that auto and truck access and parking are distinct and separate.
8. Trucks ingress and egress into and out of the site shall be a right-in only at the driveway on Rider Street and right-out only at the southerly driveway on Redlands Avenue.
9. The driveway on Rider Street may accommodate auto access and shall be restricted to right-in/right-out only.
10. The driveway on Rider Street may accommodate ingress and egress of both trucks and autos however, distinctive controls shall be provided to isolate trucks and autos maneuvers directly past the driveway; the controls shall be designed by a Traffic Engineer and approved by the City Engineer.
11. The northerly driveway on Redlands Avenue shall be designated for auto access only and shall be restricted to right-in/right-out only.
12. The southerly driveway on Redlands Avenue may accommodate ingress and egress for autos, and right-out only egress for trucks; distinctive controls shall be provided to isolate trucks and autos maneuvers; the controls shall be designed by a Traffic Engineer and approved by the City Engineer.
13. The driveways shall be per County of Riverside Standard No. 207A.

14. The developer/property owner shall submit the following to the City Engineer, and RCFCD as applicable, for review and approval.
- a. Onsite Grading Plans and Erosion Control Plans – Plans shall show the approved WDID No.
 - b. Street Improvement Plans
 - c. Storm Drain Improvement Plans
 - d. Traffic Signal Plans
 - e. Signing and Striping Plans
 - f. Final Drainage Plans, Hydrology and Hydraulic Report
 - g. Final WQMP (for reference)
 - h. Street Light Plans prepared by a registered Electrical Engineer per City of Perris Safety Lighting Standards

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.

Prior to Issuance of Building Permit:

15. The project site is located within the limits of Perris Valley Area Drainage Plan (ADP) for which drainage fees have been adopted by City. Drainage fees shall be set forth under the provisions of the "Rules and Regulations of Administration of Area Drainage Plan". Acreage for the project site's impervious area shall be provided.
16. A parcel merger consolidating the underlying lots/parcels along with a certificate of compliance shall be submitted to the City for review and approval and shall be recorded.
17. Water and Sewer Improvement Plans, per Fire Department and Eastern Municipal Water District (EMWD) standards, shall be submitted to the City Engineer for review and approval.
18. Fire Department and EMWD approvals of the Water Improvement Plans are required prior to City Engineer's approval.
19. Rider Street is classified as a Secondary Arterial (94'/70') per the General Plan. A 20 foot half width right-of-way is currently dedicated on Rider Street along the property frontage; the developer/property owner shall dedicate the required additional 27 feet of right-of-way to provide for a 47 foot half width dedicated right-of-way.
20. Redlands Avenue is classified as a Secondary Arterial (94'/70') per the General Plan. A 44 foot half width right-of-way is currently dedicated on Redlands Avenue along the property frontage; the developer/property owner shall dedicate the required additional 3 feet of right-of-way to provide for a 47 foot half width dedicated right-of-

way and shall also provide a 4 foot wide easement to accommodate the Class I Shared Use Path per Active Transportation Plan, as depicted in the attached exhibit.

21. Property line corner cutbacks shall be dedicated per County of Riverside Standard No. 805.
22. All easements and/or rights-of-way shall be offered for dedication to the public or other appropriate agencies in perpetuity and shall continue in force until the City or the appropriate agency accepts or abandons such offers. All dedications shall be free from all encumbrances as approved by the City Engineer.
23. Paved access shall be provided to the proposed building per the Precise Grading Plan.
24. 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:

25. Rider Street (Secondary Arterial - 94'/70') along the property frontage within the dedicated right-of-way shall be improved to provide for a 12 foot wide raised landscaped median, 29 foot wide pavement on the south side of the raised landscaped median and a ~~14~~ **10**-foot wide pavement on the north side of the raised landscaped median (using a TI of 10.0 and PG 70-10), 8-inch curb and gutter located 35 feet south of the centerline with 6-foot wide sidewalk and street lights subject to the result of a photometric study prepared by a registered Electrical Engineer, a Class II bicycle lane per Active Transportation Plan, City of Perris, County of Riverside and Caltrans standards.

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

26. Redlands Avenue (Secondary Arterial - 94'/70') along the property frontage within the dedicated right-of-way and easement shall be improved to provide for a 12-foot wide raised landscaped median, 29-foot wide pavement on the east side of the raised landscaped median and a 14-foot wide pavement on the west side of the raised landscaped median (using a TI of 10.0 and PG 70-10), 8-inch curb and gutter located 35 feet east of the centerline with street lights subject to the result of a photometric study prepared by a registered electrical Engineer, a Class I Shared Use Path per Active Transportation Plan, City of Perris, County of Riverside and Caltrans standards.

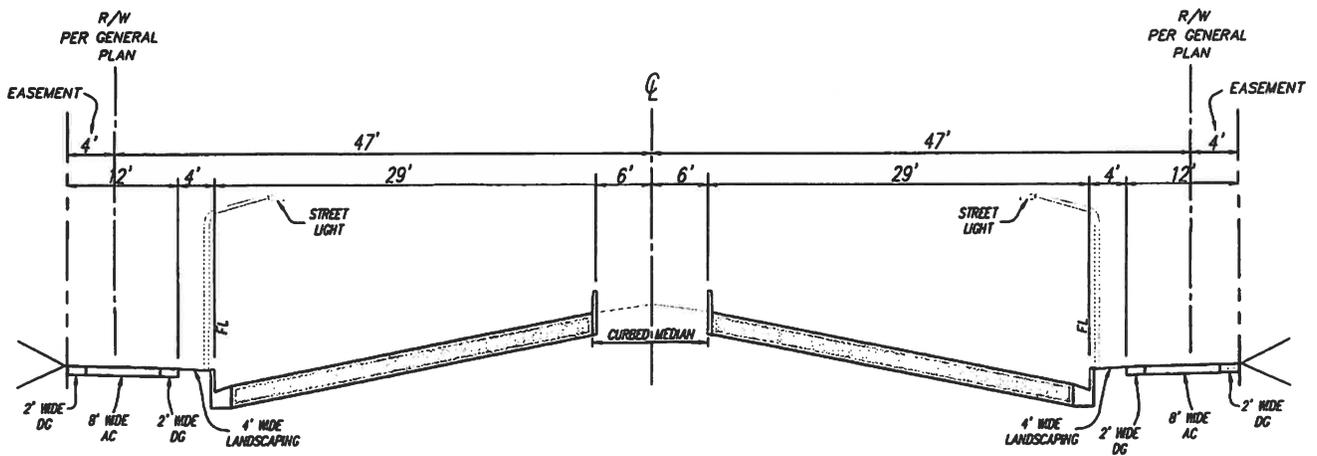
If the existing pavement is in good condition, the development/property owner may use grind and overlay technique as determined by the City Engineer.

27. In the event that the existing power poles on Rider Street and Redlands Avenue along the property frontage are in conflict with the required street improvements, they shall be removed and cables (under 66 kv) shall be undergrounded.
28. The intersection of Rider Street and Redlands Avenue shall be signalized and improved to ultimate design and shall be concrete paved to withstand truck traffic as directed by the City Engineer.
29. Eastbound Rider Street at the driveway shall be concrete paved to mitigate truck impacts and excessive degradation, as directed by the City Engineer.
30. Northbound Redlands Avenue at the southerly driveway shall be concrete paved to mitigate truck impacts and excessive degradation, as directed by the City Engineer.
31. The developer/property owner shall provide for utility trench surface repair as directed by the City Engineer.
32. The developer/property owner shall pay the City \$160,000 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 it is not reimbursable.
33. Associated existing signing and striping shall be refreshed and 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
Contract City Engineer

REDLANDS AVE. CROSS SECTION RIDER ST. TO PLACENTIA AVE.





CITY OF PERRIS

PUBLIC WORKS DEPARTMENT

Engineering Administration

. NPDES .

Special Districts (Lighting, Landscape, Flood Control)

MEMORANDUM

Date: May 27, 2021

To: Alfredo Garcia, Project Planner

From: Michael Morales, CIP Manager

Subject: DPR 19-00016– Conditions of Approval

Proposal to construct a 338,110 sf industrial building on 14.7 acres at the S/E corner of Rider Street and Redlands Avenue, within the Perris Valley Commerce Center (PVCC) Specific Plan

-
- Dedication and Landscape Maintenance Easement.** Offer of Dedication and Landscape Maintenance Easement for City landscape maintenance district shall be provided as follows:
 - **Rider Street**–Provide offer of dedication as needed to provide for full half width Street (47' half-width), raised median, curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum 12' public parkway from face of curb.
 - **Redlands Avenue– Redlands Avenue**–Provide offer of dedication as needed to provide for full half width Street (94' ROW (47' half-width), raised median, Class I shared use path (pedestrian and bicycle), curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including the minimum parkway, plus an additional 4' easement, totaling 16' public parkway from face of curb. The additional 4' of landscape easement shall be required to provide for the required Class I shared use path (pedestrian/bicycle), to be integrated with parkway landscape.
 - **Rider Street Median**- Provide a 12' wide raised landscape median fronting the project and extending east along Rider Street as determined by the City Engineer's Office.
 - **Redlands Avenue Median**- Provide a 14' wide raised landscape median fronting the project and extending south along Redlands Avenue, as determined by the City Engineer's Office.
 - **Intersection of Redlands Ave. and Rider Street (S/E Corner)**- Per Section 4.2.9.2 of the PVCCSP Developments within "Major Roadway Visual Zone" a visually enhanced corner cut-back area is to be provided at certain roadways. See section 5.2.1 for roadway standards and guidelines for arterials. The developer shall provide a visually enhanced landscape design within a corner cut back area and provide an offer of dedication to the City of Perris within the visually enhanced corner cut-back area. The enhanced corner cut-back shall comply with Figure 5.0-5c and be contained within a minimum 26.5' area from back of curb.
 - Landscape Maintenance Easement and/or Landscape Easement Agreement.** The developer shall provide, for review and approval, an Offer of Dedication and certificate of acceptance, complete with legal plat map and legal description to the City of Perris. In addition, if required by the City of Perris, the Developer shall provide a 4' landscape easement and Landscape easement agreement, acceptable to the City of Perris, for any required shared use path (bicycle/pedestrian). The City shall record the same with the Riverside County Recorder's Office, and the recorded instrument shall be returned to the City Clerk of the City of Perris for filing.

3. **Landscaping Plans.** Three (3) copies of Construction Landscaping and Irrigation Plans for the off-site landscaping, including any medians or other landscape areas along the dedications shall be submitted to the Planning Department for approval and shall be accompanied by the appropriate filing fee. The landscape and irrigation plan shall be prepared by a registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code. The location, number, genus, species, and container size of the plants shall be shown. This landscape plan shall be titled "LMD Off-site Landscape Plan DPR 19-00016" and shall be mutually exclusive of any private property, on-site landscaping. Elements of the 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, fully dimensioned, that are 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, including:
- **Rider Street** - Per Section 6.2.1 Streetscape Landscape design guidelines and planting pallet for Secondary Arterials, and figure 6.0-6 of the PVCCSP, for sizing and spacing requirements. Planting will be the same plant pallet as new project to the west on Rider Street. and just west of Redlands Ave. Street trees to be alternating *Ulmus Parvifolia* and *Lagerstromia Indica* Muskogee in alternating groupings of three. Shrubs and ground cover will consist of *Senecia Serpens*, *Callistemon Citrinus* 'Little John' and *Baccharis Pilularis*.
 - **Redlands Ave**· Provide a 4' wide planter area adjacent to curb in accordance with Section 6.2.1 Streetscape Landscape design guidelines and planting pallet for Secondary Arterials, and figure 6.0-6 of the PVCCSP, for sizing and spacing requirements. Provide a shared use path, in accordance with the Design Guidelines provided in Section 4 "Mixed Use Tool Kit" of the City's Active Transportation Plan complete with mow curb, decomposed granite, and asphalt paving along roadway west of centerline. Planting will be the same plant pallet as new project to the north on Redlands Ave. Street Tree Primary: *Rhus Lancia* African Sumac Tree; Secondary (accent tree): *Lagerstroemia India* Tribe Varieties. Use drought resistant shrubs and ground cover intended to complement the existing parkways to the north along Redlands Avenue, including but not limited to the following Kangaroo Paw, *Nelia* Grasses, Agave, *Lantana* yellow/purple, Red Yucca, Red Hot Poker.
 - **Redlands Avenue Bicycle Path**- The configuration will approximate the following: 2' Decomposed Granite Pedestrian path (with 6" mow curb), 8' wide asphalt bicycle path, 2' Decomposed Granite Pedestrian path (with 6" mow curb. Asphalt path will be a minimum of 3" asphalt concrete over a 4" class 2 base. Total width of shared use path will be 12'.
 - **Rider Street Landscape Median**- Per Section 6.2.1 Streetscape Landscape design guidelines and planting pallet for Secondary Arterials, and figure 6.0-6 of the PVCCSP for sizing and spacing requirements. Planting will be the same plant pallet as new project to the west on Rider Street. and just west of Redlands Ave. Median Tree will be *Lagerstromia Indica*. Median planting is: *Muhlenbergia* 'Pink Muhly', *Hesperaloe Parviflora* *Lantana Montevidensis* and *Rosmarinus officinalis*.
 - **Redlands Avenue Landscape Median**- Per Section 6.2.1 Streetscape Landscape design guidelines and planting pallet for Secondary Arterials, and figure 6.0-6 of the PVCCSP for sizing and spacing requirements. Planting will be the same plant pallet as new project to the north on Redlands Avenue. Median Street Tree is *Platanus Acerfoilia*/London Plane Tree. Shrubs and ground cover will consist of *Diets Bi-color*/Fortnight Lily, *Lantana Camara* Patriot Rainbow/Compact *Lantana*, *Lantanax* 'New Gold'/New Gold *Lantana*.

- **Intersection of Redlands Ave. and Rider Street (S/E Corner)**-- Per Section 6.2.1 Streetscape Landscape design guidelines and planting pallet for Secondary Arterials, and figure 6.0-6 of the PVCCSP. Visual enhancement may include, but shall not be limited to a three tier masonry planter with stucco fascia in crescent shape to scale of setback. Install trees, (i.e. 36" Box) in a semi-circle or crescent shape on the upper level, with two levels of drought tolerant shrubs in mid- and foreground planters. Provide enhanced signage (i.e. Name of project shall be installed in 18-inch letters) along the face of the planter area on the second tier. Plants shall be low growth in front of sign to allow the sign to be visible to vehicles.

- 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, Sentry Guard Cable Guard and Union Guard, backflow Wilkens Model 375 (or equal), flow sensor Creative Sensor Technology FS1-TI5-001 or Data Industrial or equal. Controller shall include an ET based controller with weather station that is centrally controlled capable and wi-fi ready (WeatherTrak ET Pro3 Smart Controller, or equal, with Rain Sensor). At the discretion of the Engineering Administration and Special Districts Division public landscape areas utilizing no more than 6 valves/stations, programmed to irrigate consecutively, and none simultaneously, may propose the use of an alternative ET based controller with weather station that is centrally controlled capable and wi-fi ready, such as the Weathermatic System or equal. Proposed system shall be complete with wireless weather station, aircard with flow, one year bundle service, blade antenna and flow sensor.

- 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** – Each District is required to be metered separately. Parkway and Median shall require separate meters. All electrical and water meters shall be located in locations that are easily accessible to maintenance staff while not visually obtrusive in the street scene and away from street intersections. Show location of separate water and electrical utility meters intended to serve maintenance district areas exclusively. Show locations of water and electrical meter for landscape district. Show location of water and electrical meter for flood control district. Show location of electrical meter for Traffic signal and street lighting district, on respective plans. Coordinate location of meters on landscape and civil engineering plan.

- e. **Controllers** - The off-site irrigation controllers are to be located within the right of way (preferably within the off-site landscape area). Parkway and Median shall require separate controllers. All point of connection equipment including irrigation controller pedestals, electrical meter pedestals, and backflow preventers are to be located in locations that are easily accessible to maintenance staff while not visually obtrusive in the street scene, and away from street intersections. Backflow preventers are to be screened on at least three sides with (5) gallon plant material. The fourth side shall be open to the back of the landscape area in order to allow the backflow cage to be opened without interference with plant materials. Backflow cages shall meet the required City of Perris Engineering Standards in effect at the time of approval.

- f. **Recycled Water** - If applicable. The project landscape architect shall coordinate with EMWD to verify if the site will be served with recycled water and design all irrigation and landscape plans to meet the requirements of EMWD and provide additional irrigation components as needed.

- g. **EMWD Landscape Plan Approval** – The project landscape architect shall submit a copy of all irrigation plans and specifications to EMWD for approval. The project landscape architect must confirm with EMWD that the plans have been approved by EMWD and submit written proof of approval by EMWD prior to the City approving the final Landscape Plans. Until the final landscape plan has been approved by the City of Perris, the maintenance areas depicted cannot be accepted by the City for maintenance. The developer shall coordinate the both reviews to ensure acceptability of plans by both EMWD and the City of Perris, prior to approval by either agency.
 - h. **Landscape Weed Barrier** - Weed cloth with a minimum expected life of 10-years shall be required under all mulched areas.
 - i. **Wire Mesh and Gravel At Pull Boxes**- Provide wire mesh and gravel layer within valve boxes to prevent rodent intrusion.
 - j. **Concrete Maintenance Band at Medians and Mortar Cobbled Turn Lane**-Provide 12" wide concrete maintenance band (safety edge) around entire median. At turn pockets provide mortared cobbled creek bed, round stone sized 6" and 12".
 - k. **Perimeter Walls Graffiti Coating**- Provide anti-graffiti coating at all perimeter walls. Acceptable products shall include Vitrocem Anti-Graffiti Coating or equal.
4. **Landscape Inspections.** The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for only "OFF-SITE" landscape and irrigation inspections at the appropriate stages of construction. Inspections shall be scheduled at least two-working days (Monday through Friday) prior to actual inspection. Contact Public Works-Engineering Administration/Special Districts at (951) 956-2120 to schedule inspections.
- **Inspection #1** - Trenches open, irrigation installed, and system pressurized to 150 PSI for four hours.
 - **Inspection #2** - Soil prepared, and plant materials positioned and ready to plant.
 - **Inspection #3** - Landscaping installed, irrigation system fully operational, and request for "Start of 1 year Maintenance Period" submitted, with all required turn-over submittal items provided to Public-Works Engineering Administration/Special Districts.
 - **Turn-Over Inspection**– On or about the one year anniversary of Inspection #3, Developer shall call for an inspection to allow the City to review and identify any potential irrigation system defects, dead plants, weed, debris or graffiti; stressed, diseased, or dead trees; mulch condition, hardscape or other concerns with the landscape installation; or to accept final turn over of the landscape installation. At his sole expense, the Developer shall be responsible for rectifying system and installation deficiencies, and the one year maintenance period shall be extended by the City until all deficiencies are cured to the satisfaction of the City. If in the opinion of the City's Landscape Inspector the landscape installation is in substantial compliance with the approved landscaping plans, the irrigation and communication system is functioning as intended, and the landscape installation is found to be acceptable to the City, then the Inspector shall recommend to the City's Special District Coordinator to accept turn-over of water and electrical accounts, wi-fi communication contracts and the entire landscape installation.
5. **One Year Maintenance and Plant Establishment Period**-The applicant will be required to provide a minimum of a one (1) year maintenance and plant establishment period, paid at the sole expense of applicant. This one-

year maintenance period commences upon the successful completion of Inspection #3 discussed above, and final approval by the City. During this one year period the applicant shall be required to maintain all landscape areas free of weeds, debris, trash, and graffiti; and keep all plants, trees and shrubs in a viable growth condition. Prior to the start of the one year maintenance period, the Developer shall submit a weekly Landscape Maintenance Schedule for the review and approval by the City's Special Districts Division. City shall perform periodic site inspections during the one-year maintenance period. The purpose of these periodic inspections is to identify any and all items needing correction prior to acceptance by the City at the conclusion of the one-year maintenance period. Said items needing correction may include but are not limited to: replacement of dead or diseased plant materials, weeding, replenishment of mulches, repair of damaged or non-functioning irrigation components, test of irrigation controller communications, etc. During this period, the City shall begin the annual assessment of the benefit zone in preparation for the landscape installation turn-over to City maintenance staff.

6. **Street/Off-Site Improvements.** The applicant shall submit street improvement plans, accompanied by the appropriate filing fee to the City Engineering Department. Details of treatments off-site improvements, including lighting shall meet both the City Engineer's Design Guidelines, and the additional requirements of the Engineering and Special Districts Division. Components shall include, but not be limited to:
 - a. **Street Lighting-**If street lighting is required, lighting shall meet the type, style, color and durability requirements, necessary for energy efficiency goals, maintenance and longevity of improvements of the City Engineer's Office. As determined by the City, new streetlights may be required to be deeded to City of Perris, and not SCE. Street lights deeded to City of Perris shall be constructed per LS-3 account billing standard, which shall include an individually metered pedestal for streetlights.
 - b. **Acceptance By Public Works/Special Districts-** Lighting District facilities required by the City Engineer's Office shall be installed and fully operational, and approved by final inspection by the City Engineer's Office, and the City's Consulting Traffic Signal Inspection Team (Riverside County TLMA) at (951) 955-6815. Prior to acceptance for maintenance of "Off-site" traffic signal and lighting facilities by the Public Works-Engineering and Administration Division/Special Districts, the developer shall contact the Public Works Special Districts Division at (951) 956-2120 to schedule the delivery of all required turn-over submittal items. Prior to acceptance into Lighting District 84-1, coordinate turn-over information pertaining to Street Lights, and Traffic Signal Electrical/SCE Service Meters with Wildan Financial Services, the City's Special Districts Consulting Firm at (951) 587-3564. (i.e. Provide electrical meter number, photo of pedestal, and coordinate "request for transfer of billing information" with SCE and City for all new service meters). Developer shall pay 18-month energy charges to the City of Perris for all off-site street lighting. Call Wildan Financial Services, Inc. for amount due, and to obtain receipt for payment. Obtain and provide a clearance form from Riverside County TLMA indicating completion of all punch list items from traffic signal construction. Submit one large format photo-copy of Traffic Signal as-built plans and timing sheets.
7. **Water Quality Management Plans.** The applicant shall submit a Preliminary and Final WQMP, accompanied by the appropriate filing fee to the Planning Department and City Engineering Department, respectively. Details for treatment control facilities shall meet both the Riverside County WQMP Design Guidelines, and the additional requirements of the Engineering and Special Districts Division intended to reduce long term maintenance costs and longevity of improvements. Components shall include, but not be limited to:
 - **Storm Drain Screens-**If off-site catch basins are required by the City Engineer's Office, connector pipe screens shall be included in new catch basins to reduce sediment and trash loading within storm pipe. Connector pipe screens shall the type, style, and durability requirements of the Public Work's Engineering Administration and Special Districts Division.

- **WQMP Inspections-** The project applicant shall inform the on-site project manager and the water quality/utilities contractor of their responsibility to call for both “ON-SITE” and OFF-SITE” WQMP Inspections at the appropriate stages of construction. Contact CGRM at (909) 455-8520 to schedule inspections.
 - **Acceptance By Public Works/Special Districts-**Both on-site and off-site flood control/water quality facilities required for the project, as depicted in the Final WQMP, shall be installed and fully operational, and approved by final inspection by the City’s WQMP Consultant, CGRM. The Developer shall obtain a final Clearance Letter from CGRM indicating compliance with all applicable Conditions of Approval for the approved WQMP. The developer shall deliver the same to the Public Works-Engineering and Administration Division/Special Districts. In addition, prior to acceptance by the City, the developer shall submit a Covenant and Agreement describing on-going maintenance responsibilities for on-site facilities per the approved WQMP, to the Public Works Engineering Administration and Special Districts Division. The Public Works Engineering Administration and Special Districts Division will review and approve the Covenant and Agreement. The City shall record the same with the Riverside County Recorder’s Office, and the recorded instrument shall be returned to the City Clerk of the City of Perris for filing.
8. **Flood Control District #1 Maintenance Acceptance.** Flood Control District facilities required by the City Engineer’s Office shall be installed and fully operational, and approved by final inspection by the City Engineer’s Office. Prior to acceptance for maintenance of “Off-site” flood control facilities by the Public Works-Engineering and Administration Division/Special Districts the developer shall contact the Public Works Special Districts Division at (951) 657-3280 to schedule the delivery of all required turn-over submittal items including as-built storm drain plans in electronic PDF format, one large format photo-copy of as-built plans, storm drain video report in electronic format, and hardcopy of video report with industry standard notations and still photos made during video runs (i.e. facilities sizes, off-sets or damage, facility type, dirt and debris, etc.). The flood control facilities shall be turned over in a condition acceptable to the City, and the developer shall make all necessary repairs and perform initial maintenance to the satisfaction of the City.
9. **Assessment Districts.** Prior to permit issuance, developer shall deposit \$5,250 per district, \$15,750 total due. Payment is to be made to the City of Perris, and the check delivered to the City Engineer’s Office. Payment shall be accompanied by the appropriate document for each district indicating intent and understanding of annexation, to be notarized by property owner(s):
- **Consent and Waiver for Maintenance District No. 84-1** - New street lighting proposed by the project.
 - **Consent and Waiver for Landscape Maintenance District No. 1** –New off-site parkway landscape and medians proposed by the project.
 - **Petition for Flood Control Maintenance District No. 1** -For Off-site Flood Control Facilities proposed by the project.
- Original notarized document(s) to be sent to:
Daniel Louie
Wildan Financial Services
27368 Via Industrial, #200
Temecula, CA 92590

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

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

Planning Case File No(s): DEVELOPMENT PLAN REVIEW #19-00016

Case Planner: Alfredo Garcia (951) 943-5003,

Applicant: Michael Goodwin

Location: Located at the South East Corner of Rider Street and Redlands Ave.

Project: Proposal to construct a 324,147 SF building

APN(s): 300-10-001,002,003,004 & 005

Reviewed By: David J. Martinez, CBO

Date: 3-10-2020

BUILDING AND SAFETY CONDITIONS

1. Shall comply with the latest adopted State of California 2019 editions of the following codes as applicable:
 - A. 2019 California Building Code
 - B. 2019 California Electrical Code
 - C. 2019 California Mechanical Code
 - D. 2019 California Plumbing Code
 - E. 2019 California Energy Code.
 - F. 2019 California Fire Code
 - G. 2019 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 3,500 sf.
3. The proposal indicates that there are several lots associated with the project. These lots will have to be merged or consolidated prior to the building permit being issued.
4. You will be required to provide proper fire access to the entire site.

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

FIRE CONDITIONS: To Be provided by Dennis Grubb

EXHIBIT B
Aerial Map

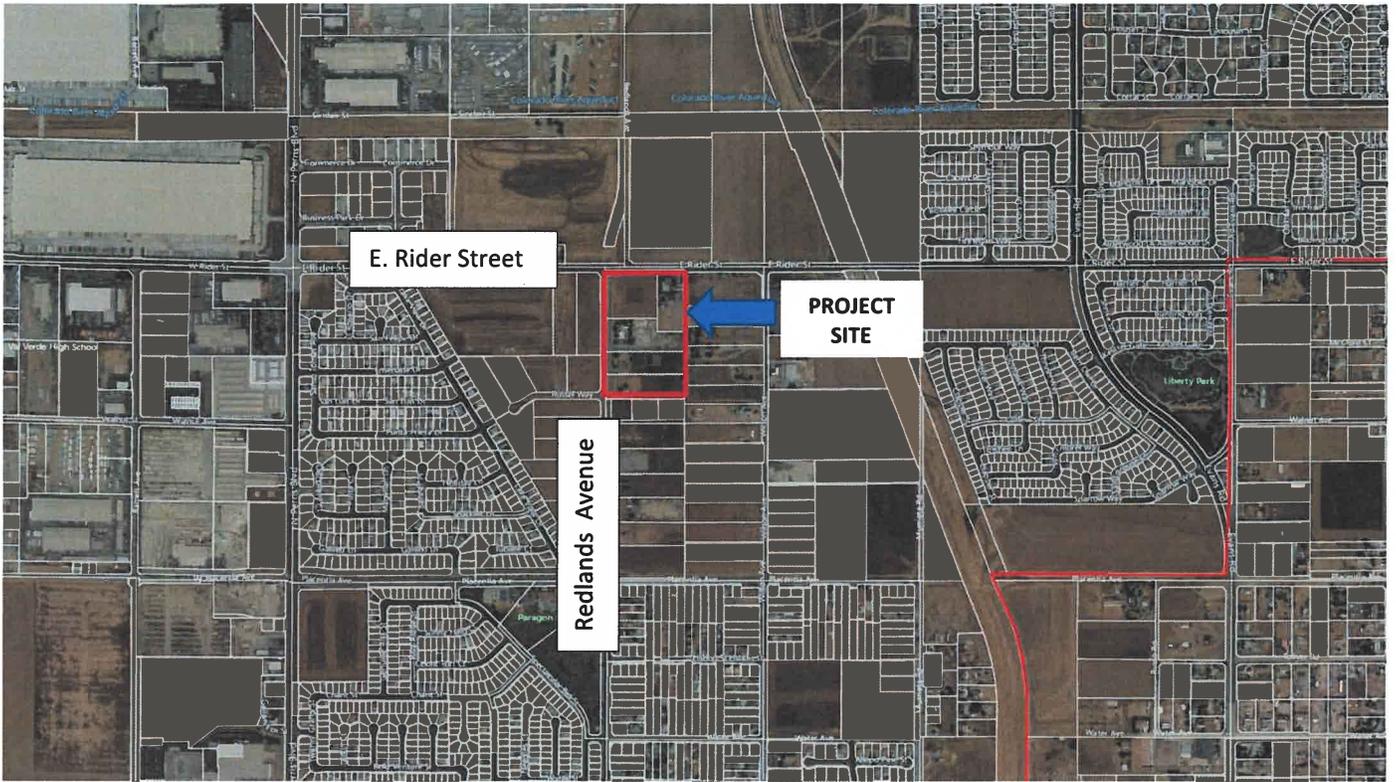


EXHIBIT C

PVCC Specific Plan Landuse

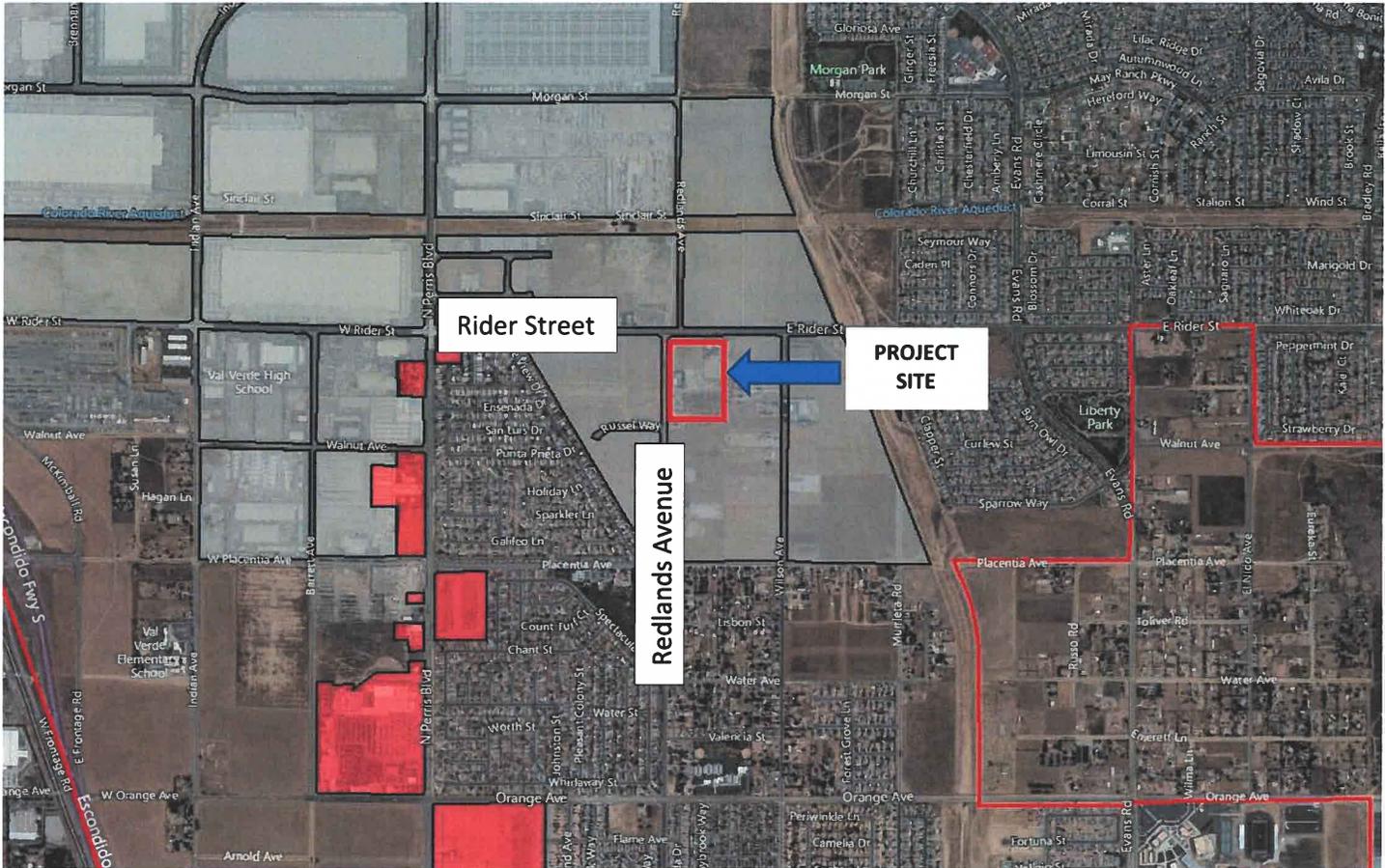
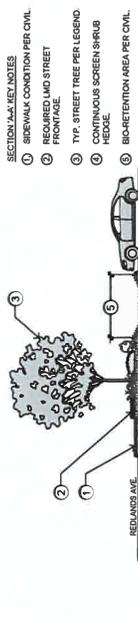
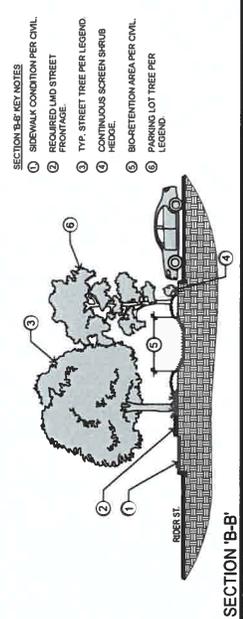


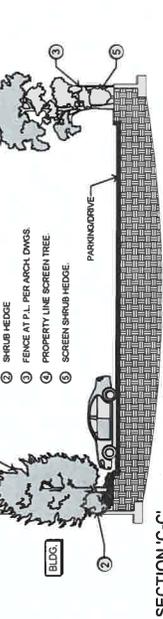
EXHIBIT D
Development Plans



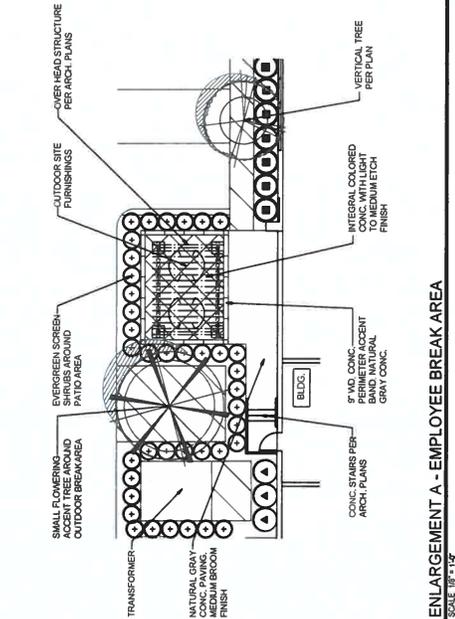
SECTION 'A-A'
SCALE: 1/8" = 1'-0"



SECTION 'B-B'
SCALE: 1/8" = 1'-0"

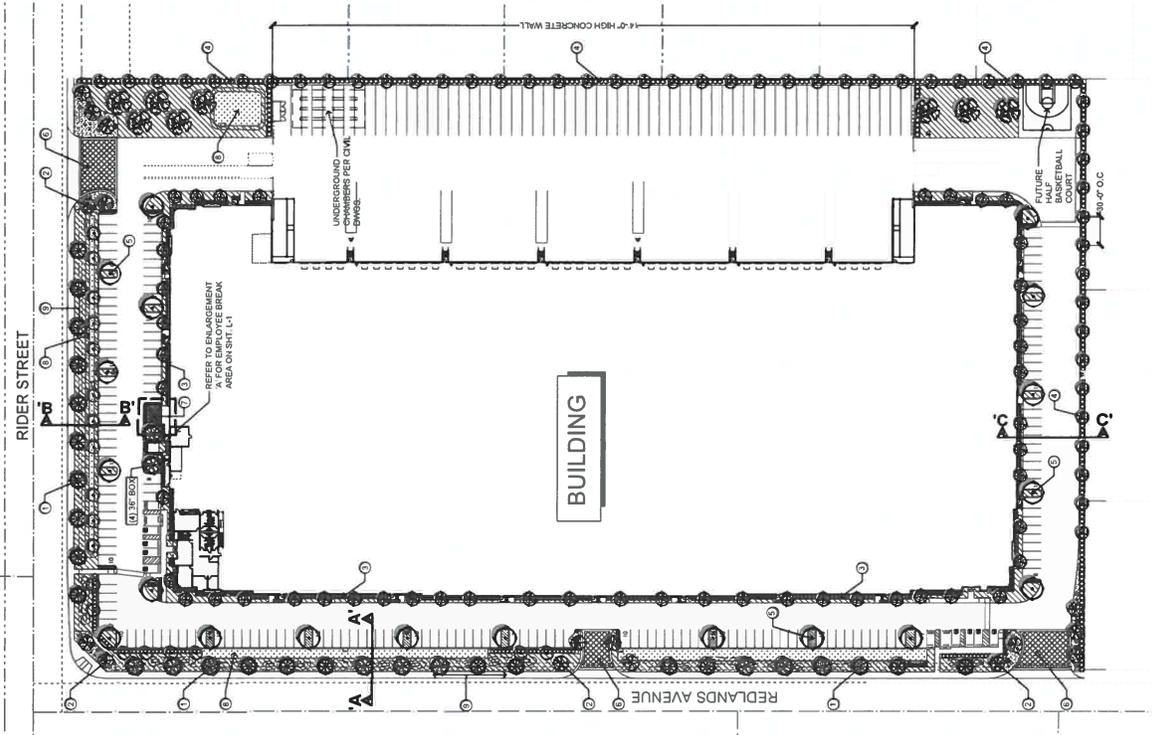


SECTION 'C-C'
SCALE: 1/8" = 1'-0"



ENLARGEMENT A - EMPLOYEE BREAK AREA
SCALE: 1/8" = 1'-0"

NOTE: A SEPARATE LANDSCAPE MAINTENANCE CONTRACT IS REQUIRED FOR THE MAINTENANCE OF THE LANDSCAPE ALONG STREET FRONTAGES FOR REDLANDS AVE. & RIDER STREET.



CONCEPTUAL LANDSCAPE PLAN
RIDER STREET
PERRIS, CALIFORNIA

ENLARGEMENT A - EMPLOYEE BREAK AREA
SCALE: 1/8" = 1'-0"



- DESIGN KEY NOTES:
- 1. NEW STREET TREE PER LEGEND.
 - 2. FLOWERING ACCENT TREE AT FOCAL AREA.
 - 3. VERTICAL TREE ALONG BUILDING PER LEGEND.
 - 4. EVERGREEN SCREEN TREE PER LEGEND.
 - 5. PARKING LOT SHADE TREE PER LEGEND.
 - 6. SHRUB HEDGE AT VERTICAL TREE ONE (1) DIVIDED CONC. FROM VERTICAL TREE PER LEGEND.
 - 7. FENCE WITH VERTICAL TREE PER LEGEND.
 - 8. REQUIRED LANDSCAPE ALONG STREET FRONTAGE.

PLANTING LEGEND

TREES	SYMBOL	TREE NAME	QTY.	WUCOLS
	1	LAGERSTRÖMIA, WATERMELON RED GRAPE HYDRANGEA	24" BOX 9	L
	2	NEW STREET TREE ALONG REDLANDS AVE. & RIDER ST.	24" & 36" BOX SIZE	L
	3	FLOWERING ACCENT TREE	24" BOX SIZE	20
	4	VERTICAL TREE ALONG BUILDING PER LEGEND	24" BOX SIZE	L
	5	PARKING LOT SHADE TREE	24" BOX SIZE	L
	6	SHRUB HEDGE AT VERTICAL TREE ONE (1) DIVIDED CONC. FROM VERTICAL TREE PER LEGEND	24" BOX SIZE	L
	7	FENCE WITH VERTICAL TREE PER LEGEND	24" BOX SIZE	L
	8	REQUIRED LANDSCAPE ALONG STREET FRONTAGE	24" BOX SIZE	L

SHRUBS & ACCENT SUCCULENTS

SYMBOL	NAME	WUCOLS
1	DOODONAEA VIRESCENS PURPUREA, PURPLE HOPESEED BUSH	L
2	WESTRINGIA FRUTICOSA, COAST ROSEMARY	L
3	LEUCOPHYLLUM FRUTEESCENS, TEXAS RANGER	L
4	LIQUISTRUM TEXANUM, TEXAS PRIVET	L
5	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH	L
6	STETSONIA, FORTNIGHT LILY	L

GROUND COVERS

SYMBOL	NAME	WUCOLS
1	ROSMARINUS O. PROSTRATUS, CREEPING ROSEMARY	L
2	BULBINE FRUTESCENS, ORANGE STALKED BULBINE	L
3	MULBERGERIA RIGENS, DEER GRASS	L
4	SALVA CLEVELANDI, CLEVELAND SAGE	L
5	DANIELLA TASMANICA, WHITE STRIPED TASMAN FLAX LILY	L
6	DECOMPOSED GRANITE	L
7	EROSION CONTROL GROUND COVER AT BASIN SLOPE SUCH AS BACCHARIS PILLARIS, COYOTE BRUSH	L
8	BOTTOM OF BASIN SHALL BE PLANTED WITH CAREY PRUNGERIA, CALIFORNIA FIELD SEDGE	L

ACCENT SUCCULENTS

SYMBOL	NAME	WUCOLS
1	AGAVE BLUE GLOW, BLUE GLOW AGAVE	L
2	HEPERALOE PARVIFOLIA, RED YUCCA	L
3	BOUGHANVILLEA, LOW GROWING 'RED'	L



NOTE: LANDSCAPING SHALL COMPLY WITH THE CITY WATER CONSERVATION REQUIREMENTS IN CHAPTER 19.70 OF THE ZONING CODE.

MAY 26, 2021

EXHIBIT E

Comment letters

Alfredo Garcia

From: adam salcido <asalcido.07@gmail.com>
Sent: Thursday, May 20, 2021 5:44 PM
To: Alfredo Garcia
Cc: Unknown; jbourgeois029@gmail.com; Terrance Lucio; PATRICK HANINGER
Subject: First Industrial Warehouse at Rider Street and Redlands Avenue Project, DPR 19-00016

Good Afternoon Mr. Garcia,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

t.lucio57@gmail.com

phaninger1@gmail.com

jbourg2271@aol.com

jbourgeois029@gmail.com

asalcido.07@gmail.com

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

Alfredo Garcia

From: Stacey Osborne <stacey@lozeaudrury.com>
Sent: Tuesday, July 21, 2020 4:14 PM
To: Alfredo Garcia
Cc: komal@lozeaudrury.com
Subject: PLN19-00016

Good Afternoon Mr. Garcia,

I hope this finds you and the staff healthy during this time. What type of CEQA document is being prepared for this project?

Thanks in advance for any information you can provide.

Best Regards,
Stacey

Stacey Osborne
Paralegal
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
510-836-4200 (Phone)
510-836-4205 (Fax)
stacey@lozeaudrury.com



Virus-free. www.avg.com



P.O. Box 79222
Corona, CA 92877

June 14, 2021

VIA EMAIL

Alfredo Garcia, Associate Planner
City of Perris
Planning Division
135 North "D" Street
Perris, California 92570
algarcia@cityofperris.org

SUBJECT: DPR 19-00016 COMMENTS ON FIRST INDUSTRIAL AT RIDER WAREHOUSE MND (SCH NO. 2021050408)

To whom it may concern:

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed First Industrial at Rider Warehouse Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

1.0 Summary

The project proposes the construction and operation of one approximately 324,147 square foot warehouse distribution facility including approximately 8,000 square feet of office space and

4,000 square feet of mezzanine space. The building includes 43 truck loading docks, 65 truck/trailer parking spaces, and 200 passenger car parking spaces.

1.1 Project Piecemealing

The MND does not accurately or adequately describe the project, meaning “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (CEQA § 15378). The project proposed by First Industrial at Rider is a piecemealed portion of a larger overall project to be developed within the larger First Industrial Logistics Center in the City of Perris. The First Industrial at Wilson (DPR 19-00007) building located on Wilson Ave. and Rider St. was approved by the Planning Commission on December 2, 2020 and is 303,228 square feet (sf). CEQA § 15165 - Multiple and Phased Projects requires that “Where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effect, the Lead Agency shall prepare a single program EIR for the ultimate project as described in Section 15168.” The MND misleads the public and decision makers by circumventing adequate and accurate environmental analysis for the whole of the action - construction and operation of all First Industrial Logistics Center Buildings as a whole. A program EIR must be prepared which accurately represents the whole of the action without piecemealing the project into separate, smaller development projects to present unduly low environmental impacts. It must be noted that this is especially vital as the First Industrial Logistics Center is immediately adjacent to the greater Rider Logistics Center, which includes at least 5 warehouse buildings, including two buildings that were determined to result in cumulatively considerable significant impacts to Air Quality, Greenhouse Gas Emissions, and Noise. The MNDs for both First Industrial at Rider and First Industrial at Wilson exclude a meaningful cumulative analysis that includes the five proposed Rider buildings and the First Industrial buildings. The MND must be revised to comply with CEQA § 15165 by preparing a Program EIR pursuant to CEQA § 15168.

2.0 Project Description

The MND states that the project will “connect to existing pipelines within Rider Street and Redlands Avenue for water, sewer, and storm drain facilities. Recycled water pipeline will be installed within the frontage of Rider Street and Redlands Avenue connecting to pipelines being constructed by other developments. The Project will also construct roadway improvements along the Project’s frontage of Redlands Avenue and Rider Street. The total off-site disturbance is

approximately 2.84 acres.” The MND has not included the off-site disturbance area for modeling in any section of the environmental analysis. An EIR must be prepared which includes the off-site disturbance area for modeling in each section for analysis in order to adequately and accurately analyze the impacts of the proposed project.

5.3 Air Quality

The CalEEMod output sheets do not accurately model the proposed project. The CalEEMod analysis does not include any surface parking spaces. Surface parking lots are defined as individual land uses in the CalEEMod User Guide¹ and must be entered into the analysis. Further, the off-site disturbance area of 2.84 acres has not been added for analysis. The output sheets also only analyze the building footprint of 324,147 sf, which does not include the 4,000 sf mezzanine. An EIR must be prepared which includes these items in order to accurately and adequately analyze the impacts of the proposed project.

The CalEEMod output sheets assumes vendor trip length of 6.90 miles and worker trip length of 14.70 miles for all phases of construction. The MND does not provide information regarding where the construction materials are sourced from or if they are all coming from the same location during all phases. There is no information given regarding the availability of construction workers within 14.70 miles. Further, there is no indication that a legal construction debris dump site is available within 20 miles. An EIR must be prepared to include an AQA which presents an accurate analysis of all potentially significant impacts in order to be an adequate informational document.

Further, the MND does not provide a calculation of demolition debris generated by demolishing the existing onsite structures, paving, and miscellaneous onsite items. There is no method for the public to verify that 58 haul trips during the demolition phase is adequate to accommodate the generated debris. An EIR must be prepared that includes a demolition debris calculation.

Further, the proposed warehouse space must be modeled as refrigerated/cold storage. The MND states that the project will have transport refrigeration units (TRUs) at the warehouse necessitating electrical hookups at the loading docks:

MM Air 12. Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby

¹ CalEEMod User Guide <http://www.aqmd.gov/docs/default-source/calceemod/user's-guide---october-2017.pdf?sfvrsn=6>

capabilities to use them. [Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

A project EIR must be prepared which includes this analysis in the AQA/HRA and all other applicable sections, such as GHG Emissions.

Section 7.34.060 of the Perris Municipal Code permits construction activity between the hours of 7:00 A.M. and 7:00 P.M. Monday through Saturday. The MND does not provide a “worst-case scenario” analysis of construction equipment emitting pollutants for the legal 12 hours per day, 6 days per week. It is legal for construction to occur for much longer hours (12 hours per day permitted while 8 hours per day analyzed) and an additional day (6 days per week permitted while 5 days per week analyzed) than modeled in the Air Quality Analysis. An EIR must be prepared with revised Air Quality modeling to account for these legally possible longer construction days and increased number of construction days. If shorter hours of construction are proposed, this must be included as an enforceable mitigation measure with field verification by an enforcement entity of the lead agency (CEQA § 21081.6 (b)).

The MND does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 3.0, CalEPA’s screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project’s census tract (6065042618) ranks worse than 75% of the rest of the state overall. The surrounding community, including sensitive receptors such as the single family residences to the south, north, and west, bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the project census tract ranks in the 98th percentile for ozone burden and the 93rd percentile for PM 2.5 burden, which is typically attributed to heavy truck activity in the area.

Further, the project’s census tract is a diverse community including 79% Hispanic and 7% African-American residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 94% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community ranks in the 93rd percentile for incidence of cardiovascular disease and 57th percentile for asthma, which are exacerbated by Air Quality and Greenhouse Gas impacts. The environmental burden is heightened further as the census tract is comprised of 20% children under the age of 10 compared to an average 13% children under the

age of 10 per census tract in California. The surrounding community has a higher proportion of babies born with low birth weights than 46% of the state, which makes those children more vulnerable to asthma and other health issues.

The HRA does not model the closest sensitive receptors to the project site. The existing single family residence approximately 830 feet to the south is not modeled. Additionally, the HRA only models one receptor at the nearest single family subdivision along Lake View Drive (Receptor 8) while 13 receptors are modeled along Indian Ave. from Walnut St. to south of Placentia Ave. Modeling 13 receptors which are over 1 mile from the project site and only modeling 8 receptors that are within 1,000 feet of the project site serves to skew impacts downward and misrepresent the potential cancer risks. It must also be noted that Receptor 8 is the furthest residence from the project site on Lake View Drive. An EIR must be prepared which includes at least 13 receptors modeled on Lake View Drive, including the closest home approximately 1,075 feet from the project property line at 3017 Lake View Drive.

It must be noted that the HRA is misleading as it only models one detailed risk calculation scenario for an unspecified cancer risk timeline with modeling beginning at age -0.25 and ending at age 30; there is no construction modeling included. The MND is not a reliable informational document and does not present meaningful evidence to support the conclusion that the project will result in less than significant health impacts to sensitive receptors. An EIR must be prepared to include construction and operations modeling for all residential age bins in Package N, including -0.25 - 0, 0-2, 2-16, and 16 - 70, 9 year school child analysis for operations and construction, and 25 year worker exposure (including the required weight adjustment factor (WAF) of 1.0 for projects with operations 24 hours a day, 7 days per week) with all scenarios reflecting Package N exposure factors in the detailed risk calculations. An EIR must be prepared to include these changes in modeling in order to be an adequate informational document and accurately analyze the incremental cancer risk and cumulative cancer risk attributable to the project.

5.6 Energy

The Energy analysis has not considered the requirement in PVCCSP MM Air 12 for the project to provide electrical hookups at all loading docks for refrigerated trucks. The proposed warehouse space must be modeled as refrigerated/cold storage, especially since the Air Quality Analysis states that the project will have transport refrigeration units (TRUs) at the warehouse necessitating electrical hookups at the loading docks. A project EIR must be prepared which includes this analysis.

Additionally, the State of California lists two approved compliance modeling softwares² for non-residential buildings: CBECC-Com and EnergyPro. CalEEMod is not listed as an approved software. The modeling provided in the MND does not comply with the 2019 Building Energy Efficiency Standards and under reports the project's potentially significant GHG impacts to the public and decision makers. Since the MND did not accurately or adequately model the Energy impacts in compliance with Title 24, a finding of significance must be made. A project EIR with modeling in one of the two approved software types must be circulated for public review in order to adequately analyze the project's potentially significant environmental impacts.

5.8 Greenhouse Gas Emissions

There are discrepancies within the CalEEMod Output Sheets regarding CO₂ emissions. The summer analysis determined there will be 11,792 MTCO₂e during construction and 24,677 MTCO₂e during project operations; the winter analysis determined there will be 11,242 MTCO₂e during construction and 23,659 MTCO₂e during project operations. However, the annual analysis reduces these emissions to 766 MTCO₂e during construction and 4,237 MTCO₂e during project operations. There is no explanation for the reductions given or the manner in which the reductions were achieved. The summer/winter analyses far exceed the 10,000 MTCO₂e emissions threshold. Additionally, modeling errors such as those noted in the Energy and Air Quality discussion above must be corrected in order to adequately analyze the project's GHG emissions. An EIR must be prepared which presents this for analysis and a finding of significance.

Additionally, the State of California lists two approved compliance modeling softwares³ for non-residential buildings: CBECC-Com and EnergyPro. CalEEMod is not listed as an approved software. The modeling provided in the MND does not comply with the 2019 Building Energy Efficiency Standards and under reports the project's potentially significant GHG impacts to the public and decision makers. Since the MND did not accurately or adequately model the GHG impacts in compliance with Title 24, a finding of significance must be made. A project EIR with

² 2019 Building Energy Efficiency Standards Approved Computer Compliance Programs, California Energy Commission. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency-2>

³ 2019 Building Energy Efficiency Standards Approved Computer Compliance Programs, California Energy Commission. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency-2>

modeling in one of the two approved software types must be circulated for public review in order to adequately analyze the project's potentially significant environmental impacts.

5.9 Hazards/Hazardous Materials

The proposed Project site is within March Air Reserve Base (MARB)/Inland Port Airport Compatibility Zones B2 and C1. The MND provides a calculation for determining the concentration of people onsite utilizing the maximum 35% occupancy reduction allowed by the MARB ALUCP for high-cube warehouses/distribution centers, even though the Project Description does not describe the project as a high-cube warehouse/distribution center. No useful information is given about the end user to support the conclusion that the 35% occupancy reduction is applicable to the project. An EIR must be prepared without the 35% occupancy reduction in order to accurately and adequately analyze the potentially significant impacts.

The MND concludes that the project is not required to go through Airport Land Use Commission (ALUC) review because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA LUCP, and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed. However, Implementation Measures of the General Plan require MARB review and comment prior to making any land use decisions:

Land Use Element Implementation Measure V.C.I. Circulate all development plans within the Clear Zone and Accident Potential Zones of the March Air Reserve Base/Inland Port Plan to Department of the Air Force, MARCH Air Reserve Base to provide recommendations and guidance on land use compatibility in accordance with the policies of the most recent Air Force Instruction (AFI) 32-7063.

Safety Element Implementation Measure I.D.2 Continue to notify March Air Reserve Base of new development project applications and consider their input prior to making land use decisions.

The MND is misleading to the public and decision makers by stating that any airport compatibility review beyond that of the City is not required. Delaying MARB review until after the CEQA process is implementation of the project prior to CEQA review and deferred

mitigation in violation of CEQA. An EIR must be prepared which includes a review and comment letter regarding the proposed development plans from MARB.

5.11 Land Use and Planning

Table 5.11-A: General Plan Consistency does not provide a consistency analysis with all applicable Perris General Plan policies. An EIR must be prepared with this analysis, including the following policies:

Land Use Element Implementation Measure V.C.I. Circulate all development plans within the Clear Zone and Accident Potential Zones of the March Air Reserve Base/Inland Port Plan to Department of the Air Force, MARCH Air Reserve Base to provide recommendations and guidance on land use compatibility in accordance with the policies of the most recent Air Force Instruction (AFI) 32-7063.

Safety Element Implementation Measure I.D.2 Continue to notify March Air Reserve Base of new development project applications and consider their input prior to making land use decisions.

Further, the analysis regarding “Safety Element Policy I.D. - Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications,” only states that the project is consistent with the MARB ALUCP and does not provide any meaningful evidence to support the conclusion. Providing this analysis is vital as the Project Description does not state the project is a high-cube warehouse and therefore is not eligible for the 35% occupancy reduction for determining concentrations of people onsite. A project EIR must be prepared which includes accurate and adequate analysis to provide meaningful evidence of consistency.

The Perris TIA Guidelines for CEQA⁴ indicate that a Traffic Impact Study and LOS analysis is required for projects that generate more than 500 average daily trips (ADT) because the City “maintains LOS policies as part of the General Plan and discretionary review process.” Table 4.2 Trip Summary of the Air Quality Appendix CalEEMod output sheets indicates that the project will generate approximately 565 average daily trips and 6,277,118 annual VMT. The MND has

⁴ Perris TIA Guidelines for CEQA <https://www.cityofperris.org/home/showpublisheddocument/13227/637269432739400000>

not included a project Traffic Impact Study and an EIR must be prepared with this analysis for public review.

Additionally, the MND has not provided any consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS. Due to errors in modeling, such as excluding the off-site disturbance area and exclusion of refrigerated warehouse space, the proposed project has significant potential for inconsistency with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. Also as noted in the GHG discussion, the summer/winter GHG analyses exceed the GHG emissions thresholds, resulting in a significant impact. An EIR must be prepared to include revised Air Quality/HRA, Energy, and GHG modeling in order to accurately analyze potential consistency or inconsistency with the 2020-2045 RTP/SCS document.

5.14 Population and Housing

The MND utilizes uncertain language and does not provide any meaningful analysis or supporting evidence to substantiate the conclusion that there will be no significant impact to population and housing. The MND states that "it is *anticipated* that the *majority* of new jobs would be filled by workers who already reside in the general project vicinity." The MND does not provide a calculation of jobs created by the project during construction or operations.

The MND has not provided any calculation of the jobs generated by the project or evidence that the City's workforce population is qualified for or interested in work in the industrial sector. SCAG's Employment Density Study⁵ provides the following applicable employment generation rates for Riverside County:

Warehouse: 1 employee per 581 square feet

Office: 1 employee per 481 square feet

Applying these ratios results in the following calculation:

Warehouse: $316,147 \text{ sf} / 581 = 545$

Office: $8,000 \text{ sf} / 481 \text{ sf} = 17$

Total: 562 employees

⁵ SCAG Employment Density Study <http://www.mwcog.org/file.aspx?A=QTTITR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6IXOU%3D>

Utilizing SCAG's Employment Density Study ratios, the proposed project will generate 562 employees. The MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. In order to comply with CEQA's requirements for meaningful disclosure, an EIR must be prepared to provide an accurate estimate of employees generated by all uses of the proposed project. It must also provide demographic and geographic information on the location of qualified workers to fill these positions. Additionally, an estimate of the number of workers relocating to the City as a result of the project should be provided utilizing existing housing vacancy rates in the City and the projected City unemployment rate at the time of project year opening. Department of Finance population estimates should also be used to determine whether the project in addition to all projects in the pipeline/under construction will exceed projections for employment and residents within the City. An EIR must also include information and analysis regarding the number of construction jobs generated by the project and their potential to relocate to the City.

Further, the MND does not adequately analyze the project's potential to displace substantial numbers of existing people or housing. The project site includes three single family homes that were occupied at the time of the Phase I ESA (Appendix F). This is contrary to the information provided in the MND which states that "these residences are unoccupied and not available for occupancy." The MND utilizes uncertain language by stating that "there are other existing housing opportunities within the City," but does not include the current vacancy rate, affordability to the existing residents of the site, the number of residents in each property, or any other information to support this conclusion. An EIR must be prepared which includes meaningful analysis to support the conclusion that the project will not displace a substantial number of existing housing or people.

5.17 Transportation

The MND states that trucks/trailers accessing the project site will access the I-215 freeway at a future interchange to be constructed at Placentia Ave. However, the portion of Placentia Ave. between Redlands Ave. and Perris Blvd. is not a designated truck route and is also outside the boundaries of the Perris Valley Commerce Center Specific Plan (PVCCSP)⁶. The portion of Redlands Ave. south of Rider St. to Placentia Ave. is not a designated truck route. The MND has not provided any analysis of the potentially significant impacts regarding project truck activity utilizing non-truck routes/routes outside of the PVCCSP to access the 215 freeway. This is vital as other portions of the MND, such as the HRA and Noise sections, use the trip distribution for

⁶ PVCCSP Figure 3.0-3 Truck Route Plan <https://www.cityofperris.org/home/showpublisheddocument/2647/637217272630900000>

analysis. Additionally, the MND does not give a date of completed construction for the Placentia Ave. interchange or provide an interim route to be utilized prior to the interchange opening or in result of a construction delay. An EIR must be prepared which includes this analysis and passenger car/truck trip distribution maps.

The Perris TIA Guidelines for CEQA⁷ indicate that a Traffic Impact Study and LOS analysis is required for projects that generate more than 500 average daily trips (ADT) because the City “maintains LOS policies as part of the General Plan and discretionary review process.” Table 4.2 Trip Summary of the Air Quality Appendix CalEEMod output sheets indicates that the project will generate approximately 565 average daily trips and 6,277,118 annual VMT. A Traffic Impact Study is required for the proposed project and must be included as part of a project EIR circulated for public review.

The project’s VMT impacts are misrepresented by the RivTAM model. The Transportation analysis relies upon a VMT screening analysis which concludes that the proposed project site is located in a low VMT-generating Traffic Analysis Zone (TAZ) which results in less than significant Transportation impacts. The project is located in TAZ ID 3814, which is bound by Rider St. to the north, Perris Boulevard to the west, Placentia Ave. to the south, and a flood control channel to the east. The TAZ is mostly comprised of vacant land with a few underdeveloped properties, a single family residential subdivision, and a few other scattered residences. The proposed project is unique in that the TAZ in which the Project site is located does not contain any other warehouse buildings and is over 50% vacant land. The VMT screening analysis does not adequately or accurately represent the VMT impacts of the proposed project and an EIR must be prepared with a project-specific VMT analysis.

Further, Fehr and Peer’s WRCOG SB 743 Implementation Pathway Document Package⁸ states that the Governor’s Office of Planning and Research (OPR) “recommends that a per capita or per employee VMT that is fifteen percent below that of existing development” is a reasonable threshold to determine that a project would have a less than significant VMT impact. Table 4.2 Trip Summary of the Air Quality Appendix CalEEMod output sheets indicates that the project will generate approximately 565 average daily trips and 6,277,118 annual VMT (3,905,150 / 365 days = 17,198 daily total VMT; 30.44 VMT per capita) which is greater than the project TAZ

⁷ Perris TIA Guidelines for CEQA <https://www.cityofperris.org/home/showpublisheddocument/13227/637269432739400000>

⁸ WRCOG SB 743 Implementation Pathway Document Package <https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Document-Package.pdf>

VMT per capita of 21.99 and more than double the VMT per employee of 9.95. Further, the MND concludes that the City average daily residential home-based VMT per capita is 15.05 and the Project TAZ daily residential home-based VMT per capita is 13.16 which is 1.89 lower than the City average. This does not meet the OPR threshold of a 15% reduction in existing VMT because it is only a 12.6% reduction. The MND also concludes that the City average daily home-based work VMT per worker is 11.62 and the Project TAZ daily home-based work VMT per worker is 9.95 which is 1.67 lower than the City average. This does not meet the OPR threshold of a 15% reduction in existing VMT because it is only a 14.4% reduction.

Conclusion

For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Sincerely,

A handwritten signature in black ink, appearing to read "D. K. Fori".

Board of Directors
Golden State Environmental Justice Alliance

EXHIBIT F

Response to comments

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-273>

EXHIBIT G

Initial Study / Mitigated Negative Declaration 2358

(due to the size of the files the documents are located at the following webpage link):

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-273>