

EXHIBIT A

Resolution and Conditions of Approval

RESOLUTION NUMBER 21-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE #2019100297, ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS AND MAKE FINDINGS IN SUPPORT THEREOF, AND TENTATIVE PARCE MAPS 19-05058 AND 19-05096 TO MERGE LOTS AND VACATE STREETS, AND APPROVING DEVELOPMENT PLAN REVIEWS 19-00004 (“RIDER II”) AND 19-00006 (“RIDER IV”) TO DEVELOP TWO HIGH-CUBE INDUSTRIAL WAREHOUSES TOTALING 1,353,586 SQUARE FEET ON 72.5 ACRES ON THE EAST SIDE OF REDLANDS AVENUE, SUBJECT TO CONDITIONS OF APPROVAL AND THE FINDINGS NOTED HEREIN.

WHEREAS, the applicant Steve Hollis IDI Logistics (“Applicant”) proposes to construct two high-cube industrial warehouse buildings totaling 1,353,586 S.F. (“Rider II/IV project”) on approximately 72.5 vacant acres located on the east side of Redlands Avenue north of Rider Street and south of Morgan Street; and

WHEREAS, a Tentative Parcel Map application (TPM 19-05058) was submitted to consolidate five (5) parcels, vacate the dedicated right-of-way for Kitching and Adams Streets, and a portion of Redlands Avenue, and provide all easements and dedications necessary to develop the Rider II site on the property; and

WHEREAS, a Tentative Parcel Map application (TPM 19-05096) was submitted to consolidate four (4) parcels, vacate the dedicated right-of-way for Kitching, Adams and Sinclair Streets, and provide all easements and dedications necessary to develop the Rider IV site on the property; and

WHEREAS, a Development Plan Review application (DPR 19-00004) was submitted on March 15, 2019 for consideration of architectural design and site layout; and

WHEREAS, a Development Plan Review application (DPR 19-00006) was submitted on April 26, 2019 for consideration of architectural design and site layout; and

WHEREAS, improvements to the Perris Valley Storm Drain Channel (PVSDC) and the Rider Street bridge over the PVSDC are required to develop the Rider II/IV project; and

WHEREAS, proposed Development Plan Reviews 19-00004 and 19-00006, the improvements to the PVSDC and the Rider Street bridge are considered a “Project” as defined by the California Environmental Quality Act (“CEQA”); and

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

WHEREAS, the City, as lead agency, determined that an Environmental Impact Report (“EIR”) (State Clearinghouse No. 2019100297) should be prepared pursuant to CEQA in order to analyze all potentially significant adverse environmental impacts of the Project; and

WHEREAS, an EIR was prepared for the Project in accordance with Sections 21000 through 21177 of the California Public Resources Code and Sections 15000 through 15387 of the California Code of Regulations (*CEQA Guidelines*); and

WHEREAS, a scoping meeting was conducted for the proposed Project on November 6, 2019, by the Planning Commission to hear from public agencies, the public, and all other interested parties concerning the Project’s potential environmental impacts, site planning and building architecture; and

WHEREAS, between September 30, 2020 to November 16, 2020, the Project’s Draft Environmental Impact Report (“DEIR”) was made available for public review and comment during a state-mandated 45-day public review period; and

WHEREAS, the DEIR identified air quality (long-term NO_x emissions), greenhouse gas emissions (cumulative annual), and noise (cumulative off-site) impacts that would result in environmental impacts for which mitigation measures are not available to reduce impacts below levels of significance and a Statement of Overriding Considerations of Environmental Impact must be adopted prior to approval by the Planning Commission; and

WHEREAS, the DEIR identified all other potential environmental impacts as either not an impact, a less than significant impact, or a less than significant impact with mitigation and a Mitigation Monitoring and Reporting Program has been prepared for those potential impacts requiring mitigation, which is part of the Final EIR; and

WHEREAS, on May 28th 2021, the Project’s Final EIR was distributed to those agencies and persons that commented in writing on the Draft EIR (“Final EIR”); and

WHEREAS, on June 16, 2021, the Planning Commission conducted a duly noticed public hearing concerning the Project, and at the meeting certified the EIR and approved the Project on the basis of substantial evidence and in light of the whole record based upon information contained in this Resolution, the staff report and its supporting exhibits, and all written and oral testimony presented at the public hearing; and

WHEREAS, the site is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) General Industrial zone; and

WHEREAS, the proposed project is consistent with the City’s General Plan and conforms to all zoning standards and other Ordinances and Resolutions of the City; and

WHEREAS, the Rider II/IV project is located within the Primary Approach/Departure Zone C1 and the Flight Corridor Buffer Zone D of the March Air Reserve Base/Inland Port Airport Influence Area; and

WHEREAS, the Rider IV site and the eastern half of the Rider II site are located entirely within Zone D where no limits to density are applicable; and

WHEREAS, the western half of the Rider II site is located in the C1 Zone where non-residential intensity is restricted to an average 100 people per acre with a single acre density maximum of 250 people; and

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

WHEREAS, a duly noticed public hearing was held on June 16, 2021, 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.

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 incorporated herein by this reference.

Section 2. Environmental Impact Report.

The Planning Commission hereby certifies the Final EIR 19-05180 (State Clearinghouse No. 2019100297) on the basis of substantial evidence and in light of the whole record based upon information and findings contained in this Resolution, the staff report and its supporting exhibits, and all written and oral testimony presented at the public hearing. In making this certification, the Planning Commission finds that:

A. The City has complied with the California Environmental Quality Act (CEQA) and the Final EIR is an accurate and objective statement that fully complies with CEQA and CEQA Guidelines; and

B. No evidence of new significant impacts as defined by CEQA Guidelines Section 15088.5, has been received by the City after circulation of the DEIR which would require recirculation; and

C. The Final EIR has identified and discussed significant impacts to air quality (long-term NOx emissions), greenhouse gas emissions (cumulative annual), and noise (cumulative off-site) which may occur as a result of the Project, and which require mitigation but cannot be mitigated to less than significant levels, thereby requiring adoption of a Statement of Overriding Considerations as set forth in this Resolution; and

D. The Final EIR has identified and discussed significant environmental impacts which may occur as a result of the Project and which require mitigation, and can be mitigated to less than significant levels (except for unavoidable significant impacts as discussed in Section 2C (above); and

E. Environmental, economic, social and other considerations and benefits derived from the Project override and make infeasible any alternatives or further Mitigation Measures beyond those incorporated into the Project; and

Section 3. Statement of Overriding Considerations.

Based upon information and findings contained in the *Statement of Facts and Findings and Statement of Overriding Considerations Regarding the Environmental Effects for the IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project, June 2021* (Findings and SOC), available at <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-240>, the staff report and its supporting exhibits, and all written and oral testimony presented at the public hearing, and following certification of the EIR and approval of the Project, the Planning Commission hereby determines a Statement of Overriding Considerations of Environmental Impact is required finding that:

A. Pursuant to CEQA Guidelines Section 15093, the City has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to approve the Project. The benefits include creating temporary construction and long-term operational jobs that would result in increased spending throughout the region, including the City. Also, annual personal earnings would increase through the generation of jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an on-going increase in output and earnings associated with permanent jobs. Since the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered “acceptable”; and

B. The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project, which includes but is not limited to, the Mitigation Monitoring and Reporting Program attached in the Final EIR; and

C. To the extent any Mitigation Measure recommended in the Final EIR or Project conditions of approval could not be incorporated, such Mitigation Measure is infeasible because it will impose restrictions on the Project that will prohibit the realization of specific economic, social and other benefits that the City finds outweigh the unmitigated impacts; and

D. Except for the Project, all other alternatives set forth in the Final EIR are infeasible because they will prohibit the realization of Project objectives and/or specific economic, social

and other benefits that the City finds outweigh any environmental benefits of the alternatives;
and

E. Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the proposed Mitigation Measures, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the City has determined that each of the following social, economic and environmental benefits of the Project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

F. The foregoing benefits provided to the public through approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated; and

G. Each of the Project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the Final EIR and therefore finds those impacts to be acceptable.

Section 4. Airport Analysis.

Based upon all information and data which constitutes the administrative record, including all oral and written evidence presented at the public hearing, the Planning Commission hereby finds, as the applicable review authority for discretionary actions related to the project, that Conditions of Approval have been adopted, as follows, such that the project use and design comply with the noise compatibility policies, noise attenuation policies, non-residential density standards and other required development conditions, the airspace protection policies, and the overflight policies of the MARB ALUCP:

- A. Prior to issuance of building permits, the landowner shall have conveyed an aviation easement to the March Joints Powers Authority (MJPA).
- B. Any outdoor lighting installed shall be shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- C. The following uses shall be prohibited:
 - i. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - ii. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - iii. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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. Highly noise-sensitive outdoor nonresidential uses.
 - v. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- D. A “Notice of Airport in the Vicinity” shall be provided to all potential purchasers of the property and tenants of the building and shall be recorded as a deed notice.
- E. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.
- F. 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.
- G. 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.
- H. 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.
- I. 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.

Section 5. Tentative Parcel Maps.

The Planning Commission further finds, based upon staff report, supporting exhibits, and all written and oral testimony presented at the public hearing, with respect to the Rider II/IV Project, the following regarding Tentative Parcel Maps (TPMs) 37437 (TPM 19-05058) and 37438 (TPM 19-05096):

- A. *The proposed map is consistent with applicable general and specific plans.*

The proposed tentative parcel maps have been review by the City Engineering Department and the Planning Department to insure compliance with the city codes and all other applicable regulations. Per the PVCC Specific Plan, the project site is zoned “LI” (Light Industrial) with a Specific Plan (SP) General Plan Land Use designation. The proposed warehouses are permitted in the “LI” zone. According to the General Plan, the proposed development is located in Planning Area 1 “North Commercial/Industrial” which is primarily designated for industrial land uses. Therefore, City staff has determined that subject sites created by TPMs 37437 and 37438 are consistent with the applicable general and specific plan designations.

- B. *That the site is physically suitable for the type and density of the proposed development.*

The 72.5-acre site consists of relatively flat land and regularly shaped parcels with frontage on Redlands Avenue, and Rider and Morgan Streets. Redlands Avenue and Morgan Street are designated truck routes that connect directly to Harley Knox Blvd. and Perris Boulevard, which are or connect to designated truck routes that access I-215 at the Harley Knox and Placentia interchanges. Utilities are existing within the adjacent streets and PVSD Channel and Rider Bridge improvements will address potential flooding in the area. On-site storm drain facilities will be constructed as part of the project to collect off- and on-site flows and direct them into the master storm drain facilities serving the area. This is a suitable site for the warehouse building proposed.

- C. *That the design of the map or the type of improvements will not cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.*

Pursuant to the California Environmental Quality Act and the Guidelines for Implementation of the California Environmental Quality Act, an EIR (EIR 19-05180 (State Clearinghouse No. 2019100297)) was prepared for the Project that determined that less than significant impacts to wildlife and their habitat would occur as a result of the Project with implementation of the required mitigation measures. The site consists of vacant land consisting of mixed tilled soils and overgrown vegetation. The Mitigation Monitoring and Reporting Program is attached to the Final EIR and is available for review at the City of Perris Development Services Department or on the City website.

- D. *That the design of the map or the type of improvements will not cause serious public health problems.*

The Project EIR determined that less than significant impacts to people would occur as a result of the project, except for certain identified environmental impacts that will result from the construction and operation of the proposed Project, even with implementation of mitigation measures. See the CEQA Findings for the Project.

Section 6. Development Plan Review.

The Planning Commission further finds, based upon staff report, supporting exhibits, and all written and oral testimony presented at the public hearing, with respect to the Rider II/IV Project, the following regarding Development Plan Reviews (DPR) 19-00004 and 19-00006:

- A. *The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, any applicable Specific Plans, 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 site development was reviewed by City staff and determined to be in compliance with all applicable provisions of the General Plan, Perris Valley Commerce Center Specific Plan (PVCCSP), and the Zoning Code. The development standards for Light

Industrial (LI) development including use, setbacks, height of buildings, lot coverage, architecture, lighting and landscaping are provided by the PVCCSP, with parking regulations contained in Chapter 19.69 of the Zoning Code. Staff determined the proposed Project meets or exceeds all development standards of the Specific Plan for Light Industrial (LI) land use. In addition, the Project has been deemed consistent with the 2014 March ARB/Inland Port Airport Land Use Compatibility Plan. The Project has been conditioned as necessary to ensure compliance with all PVCCSP and Zoning regulations.

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

The Project site is relatively flat, with regularly shaped parcels with frontage along Redlands Avenue, Rider Street and Morgan Street. Utilities already exist within portions of Redlands Avenue and Rider Street that will serve this industrial development. This is a suitable site for the warehouse building proposed.

- C. The proposed development and the conditions under which it would be operated or maintained are 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.*

The proposed warehouse buildings and the conditions under which it would be operated or maintained are compatible with industrial properties to the west and approved industrial properties to the south. All truck traffic will be directed north and west of the site so no residential neighborhoods to the east will be affected and the project will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity that conform to the existing zoning. Full-width street improvements exist on Redlands Avenue for the entire length between Rider Street and Morgan Street. Rider and Morgan Streets will be built to full half-width requirements adjacent to the Rider II/IV project. The proposed Project meets or exceeds all development standards of the Specific Plan for Light Industrial land use. Furthermore, the Conditions of Approval prepared for the Project will ensure the Project will not be detrimental to the public health, safety or welfare.

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

As stated above, the proposed architecture meets PVCC-SP design standards for LI (Light Industrial) development, and thereby protects the character of adjacent development, and is compatible with the surrounding industrial development area. The Project is adjacent to similar industrial development to the west on Redlands Avenue and Rider Street and within the PVCCSP Light Industrial areas. Enhanced architecture, site design, and landscaping have been provided for the Project. The building design features symmetry and balance with enhanced architectural treatments intermittently along the façade. The proposed color palette and materials provide variety and interest through the use of color tones that are used around the building base and to further accentuate the corner and pop-out façade elements.

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

The conceptual landscape plan conforms to the requirements of the Landscaping Ordinance and the PVCC Specific Plan. The proposed on-site landscaped areas total approximately 457,722 square feet, with 13% of the Rider II site landscaped and 16% of the Rider IV site landscaped. This exceeds the minimum 12% landscape requirement within Light Industrial areas of the PVCC Specific Plan. Landscaping has been provided throughout the parking areas, around the site's perimeter, adjacent to the buildings and truck court walls, and within the setbacks and street parkways. All driveway entrances are required to have multi-trunk, 36-inch box trees with shrubs, and groundcover to accent all entrances. This level of enhanced landscaping will provide improved visual relief and an attractive environment for the public in this area.

- F. *The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed Project.*

The proposed project provides the safeguards necessary to protect the public health, safety and general welfare through the conditions of approval, which will ensure that the project is developed in compliance with City and affected service agency codes and policies. The truck courts are gated for security and provided with Knox box locks to allow Fire Department access. In addition, automobiles have access and parking area separate from trucks to the extent feasible and any driveways used by both cars and trucks are conditioned to provide distinctive on-site controls to isolate the truck and automobile maneuvers directly past the driveway.

Section 7.

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 June 16, 2021, the Planning Commission hereby certifies Final EIR 19-05180 (State Clearinghouse No. 2019100297) and adopts the Mitigation Monitoring and Reporting Program (MMRP); approves Tentative Parcel Maps (TPMs) 37437 (TPM 19-05058) and 37438 (TPM 19-05096); approves Development Plan Reviews DPRs 19-00004 and 19-00006; and adopts the Findings and SOC for the Project (attached to this resolution), on the basis of substantial evidence and in light of the whole record based upon information and findings contained in this Resolution, the staff report and its supporting exhibits, and all written and oral testimony presented at the public hearing, and subject to the Conditions of Approval attached to this Resolution.

Section 8.

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

Section 9.

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

ADOPTED, SIGNED, and APPROVED this 16th day of June 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 20-10 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 16th day of June 2021, and that it was so adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Secretary, Planning Commission

Attachments:

Conditions of Approval

Findings and SOC are available at: <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-240>

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

CONDITIONS OF APPROVAL

Planning Commission

June 16, 2021

PROJECT: Development Plan Review No. 19-00004 (Rider II) and Tentative Parcel Map 19-05058 (TPM 37437); Development Plan Review No. 19-00006 (Rider IV) and Tentative Parcel Map 19-05096 (TPM 37438) – Proposal to construct two high cube warehouse buildings totaling approximately 1,353,586 square feet on approximately 72.5 acres of land located on the east side of Redlands Avenue north of Rider Street and south of Morgan Street within the Light Industrial zone of the PVCC Specific Plan. **Applicant:** Steve Hollis, IDI Logistics.

General Requirements:

- 1. 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.
- 2. Conformance to Approved Plans.** Development of the project site, building elevations, and conceptual landscaping shall conform substantially to the approved set of plans presented at the June 16, 2021 Planning Commission meeting, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.
- 3. 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.
- 4. Mitigation Monitoring Reporting Program (MMRP).** To reduce potential air quality, greenhouse gas, biology, cultural and Tribal cultural, geology, hazards, hydrology, paleontological, noise and transportation impacts, the mitigation measures listed in the EIR 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.
- 5. Building Official.** The project shall comply with all requirements of the Building Official Conditions of Approval dated April 3, 2019.
- 6. Fire Consultant.** The project shall comply with all requirements of the Fire Consultant Conditions of Approval dated April 5, 2021.
- 7. Engineering Conditions.** The project shall comply with all requirements of the City Engineer Conditions of Approval for DPR 19-00004 and TPM 19-05058, and for DPR 19-00006 and TPM 19-05096, respectively, dated May 21, 2021.

8. **Public Works Department, Landscape Division.** The project shall comply with all requirements of Public Works Conditions of Approval dated May 7, 2021.
9. **Community Services Department.** The project shall comply with all the requirements of the Community Services Department Conditions of Approval dated November 16, 2020.
10. **Southern California Edison.** The applicant shall contact the Southern California Edison (SCE) area service planner (951) 928-8323 to complete the required forms prior to commencement of construction.
11. **Exterior Downspouts.** Exterior downspouts are not permitted on the west or the north elevations or where exposed to public view. Interior downspouts shall be incorporated.
12. **Screening of Roof-Mounted Equipment.** Parapet walls shall prevent public views of roof-mounted equipment on all elevations of the building.
13. **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.
14. **Waste Hauling.** The developer shall use only the City-approved waste hauler for all construction and other waste disposal.
15. **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, Development Plan Review 19-00014. The City shall promptly notify the developer/applicant of any claim, action, or proceeding for which indemnification is sought and shall further cooperate fully in the defense of the action.
16. **Prohibited Uses.** The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate excessive smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Highly noise-sensitive outdoor nonresidential uses.
 - (e) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
17. **March Air Reserve Base.** Notice regarding proximity to the March Air Reserve Base (i.e. to be provided by March Air Reserve Base) shall be given to all prospective purchasers of the property and tenants of the building.
18. **Detention Basin(s).** Any new detention basin(s) on the site (including aboveground infiltration areas) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around infiltration areas that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the infiltration areas shall not include trees that produce seeds, fruits, or berries.
19. **Electromagnetic Radiation.** The 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 communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

Prior to Grading Permit Issuance:

20. **Water Quality Management Plan.** The applicant shall submit a final WQMP including, but not limited to, plans and details providing the elevations, slopes, and other details for the proposed structural source control BMPs, vegetative swales and canopy cover for trash enclosure areas. The Public Works Department shall review and approve the final WQMP plans, and details.

Prior to Building Permit Issuance:

21. **Avigation Easement.** The landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

22. **Landscaping Plans and Pavement Enhancements.** Prior to issuance of building permits, three (3) copies of Construction Landscaping and Irrigation Plans 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. The landscaping shall be consistent with the conceptual landscape plan and include upgrading the landscaping area for the existing developed site. The following shall apply:
- a. **Parking Area.** A minimum of 30 percent of trees shall be 36 inch box or larger. Also, a minimum of one 24-inch box tree per 6 parking stalls shall be provided.
 - b. **BMPs for Water Quality.** All BMPs (vegetated swales, detention basins, etc.) shall be indicated on the landscape plans with appropriate planting and irrigation (except of detention basins).
 - c. **Water Conservation.** Landscaping must comply with AB 325 for water conservation. See Chapter 19.70 (cityofperris.org) for water conservation calculations (MAWA).
 - d. **Maintenance.** All required landscaping shall be maintained in a viable growth condition.
 - e. **Irrigation Rain Sensors.** Rain sensing override devices shall be required on all irrigation systems (PMC 19.70.040.D.16.b) for water conservation. Soil moisture sensors are required.
 - f. **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 have been installed and is completely operational. Before calling for final inspections a "Certificate of Compliance" form shall completed and signed by the designer/auditor responsible for the project, and this form must be submitted to the project planner. The project planner will need to sign off on the "Certificate of Compliance" to signify code compliance.
 - g. **Intersections.** Multi-trunk 36" box Crepe Myrtles for the accent trees at all street corners and driveways shall be used in lieu of the 24" box trees specified on the Conceptual Landscape Plan.
23. **Building Plans.** All Conditions of Approval shall be copied onto the approved building plans. Such conditions shall be annotated, directing the receiver to the sheet (or sheets) and detail(s) indicating satisfaction of the conditions.
24. **Planning Clearance.** The applicant shall first obtain clearance from the Planning Division verifying that all pertinent conditions of approval have been met.
25. **Fees.** The developer shall pay the following fees shall be paid prior to building permit:
- a. Stephen's Kangaroo Rat Mitigation Fees of \$500.00 per acre;
 - b. City Development Impact Fees;
 - c. Multi-Species Habitat Conservation Plan fees;
 - d. Statutory school fees in effect at issuance of building permits to all appropriate

- school districts;
 - f. Road Bridge Benefit District (RBBD) fees; and
 - g. Perris Valley Master Drainage Plan fees.
26. **Signage.** The proposed project does not include signage. All proposed signs shall be reviewed and approved by the Planning Division prior to the issuance of building permits.
27. **Screen Walls.** The colors and patterns shall complement the building materials and color palette of the buildings.
28. **Bridge:** The Rider Street bridge shall include, at a minimum, bike lanes and sidewalks for two-way cyclist and pedestrian access across the bridge, to the satisfaction of the Planning, Public Works and Engineering Departments.
29. **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 Redlands Ave. from Rider Street north to Harley Knox Blvd., and Morgan Street west to Indian Ave. (north/south) to Harley Knox Blvd./Placentia Ave.

Prior to Issuance of Occupancy Permits:

30. **Trails.** Construction of the following Class I trail segments shall be completed with Rider II and/or Rider IV: a paved trail on Redlands Avenue frontage (Rider II and IV) pursuant to the Active Transportation Plan (ATP) approved by the City in December of 2020, a decomposed granite trail along the former Sinclair St. right of way (Rider IV), and a decomposed granite trail within the Flood Control right of way on the west side of the Perris Valley Storm Drain Channel (Rider II). The details of each trail and its related landscaping, etc., shall be consistent with the locations and cross sections shown on the approved plans for DPRs 19-00004 and 19-00006, and pursuant to detailed Conditions of Approval provided by the Engineering, Public Works and Community Services Departments and attached hereto, and as approved by Planning Division and the above departments.

The offsite decomposed granite trail within MWD right of way west of Redlands Ave. adjacent to the recently completed Rider III project (which was conditioned to be completed with that project), shall be completed prior to final occupancy of Rider II or IV, whichever is later. The alignment of this trail shall shift from the southern edge of the MWD property to the north edge to connect with the pedestrian signal on Redlands Ave. near Sinclair St., as conditioned by Engineering Dept.

31. **Assessment and Community Facilities Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The developer shall complete all actions required to complete such annexation prior to issuance of a Certificate of Occupancy. This condition shall apply only to districts existing at the time the project is approved (or all requirements have been met for a

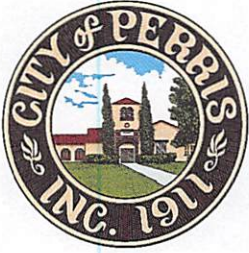
certificate of occupancy, as applicable). Such districts may include but are not limited to the following:

- a. Landscape Maintenance District No. 1;
 - b. Flood Control Maintenance District No. 84-1;
 - c. Flood Control Maintenance District No. 1;
- 32. 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.
- 33. Occupancy Clearance.** The applicant shall have all required paving, parking, walls, site lighting, signage, landscaping and automatic irrigation installed and in good condition.

Construction and Operational Requirements:

- 34. Construction Practices.** To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:
- a. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m. Per Zoning Ordinance, Noise Control, Section 7.34.060, it is unlawful for any persons between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in a manner as to create disturbing excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.
 - b. Stationary construction equipment that generates noise in excess of 65 dBA at the project boundaries must be shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.
 - c. Construction routes are limited to City of Perris designated truck routes.
 - d. Water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, transportation of cut or fill materials and construction phases to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
 - e. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such persons shall be provided to the City.
 - f. Project applicants shall provide construction site electrical hook-ups for electric hand tools such as saws, drills, and compressors, to eliminate the need for diesel powered electric generators or provide evidence that electrical hook ups at construction sites are not practical or prohibitively expensive.

35. **Graffiti** located on site shall be removed within 48 hours. The site shall be maintained in a graffiti-free state at all times.
36. **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 7, 2021.
37. **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).



CITY OF PERRIS

STUART E. MCKIBBIN, CONTRACT CITY ENGINEER

CONDITIONS OF APPROVAL

P8-1080

May 5, 2021, **Revised May 21, 2021**

DPR 19-00004, TPM 19-05058, TPM 37437

IDI Logistics – Rider II

NEc of Rider Street & Redlands Avenue

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 developer/property owner shall secure City's and appropriate agencies' clearances and approvals of the improvement plans.
2. 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.

3. Prior to commencement of any construction or installation of fencing in public rights-of-way, an encroachment permit shall be obtained from the City Engineer's office.

Prior to Recordation of the Final Map

4. The developer/property owner shall have approved improvement plans, executed subdivision agreement and posted securities.
5. Rider Street is classified as a Secondary Arterial (94'/70') per the General Plan. A 30-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 17 feet of right-of-way to provide for a 47 foot half width dedicated right-of-way.
6. Redlands Avenue is classified as a Secondary Arterial (~~100'/64'~~ **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 ~~9 3~~ feet of right-of-way to provide for a ~~53~~ **47** foot half-width dedicated right-of-way **and an additional 6 foot easement to accommodate a Class I Shared Use Path per Active Transportation Plan.** ~~The additional dedication, as depicted in the Exhibit A, is to accommodate the Class I Shared Use Path per Active Transportation Plan.~~
7. Property line corner cutbacks shall be dedicated per County of Riverside Standard No. 805.
8. 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.
9. Relinquish and waive rights of access to and from Rider Street and Redlands Avenue other than one (1) opening on Rider Street and two (2) openings on Redlands Avenue as delineated on the approved site plan.
10. The following statement shall be added to the Final Map:

NOTICE OF DRAINAGE FEES. Notice is hereby given that this property is located in the Perris Valley Area Drainage Plan which was adopted by the City of Perris pursuant to Ordinance in Section 66483, etc. Seq. of the Government Code and that said property is

subject to fees for said drainage area. Notice is further given that, pursuant to Ordinance 13-01, payment of the drainage fees shall be paid to the City of Perris prior to issuance of the grading permit or building permit at the rate in effect at the time of issuance of the actual permit.

11. The developer/property owner shall make a good faith effort to acquire required offsite property interests, and if he or she should fail to do so, the developer/property owner shall, prior to submittal of the Final Map for recordation, enter into an agreement to complete the improvements. The agreement shall provide for payment by the developer/property owner of all costs incurred by the City to acquire the offsite property interests required in connection with the subdivision. Security of a portion of these costs shall be in a form of a cash deposit in the amount given in an appraisal report obtained by the developer/property owner (at developer/property owner cost). The appraiser shall be approved by the City prior to commencement of the appraisal.
12. The developer/property owner shall submit the following to the City Engineer for review and approval:
 - a. Street Improvement Plans
 - b. Storm Drain Improvement Plans
 - c. Traffic and Pedestrian Signal Plans
 - d. Signing and Striping Plans
 - e. Final Drainage Plan, Hydrology and Hydraulic Report
 - f. Street Light Plans prepared by an 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.

13. The developer/property owner shall sign the consent and waiver form to join the City's Lighting and Landscape Districts and City's Flood Control District as appropriate. The proposed streetlights and existing and proposed traffic signals shall be maintained by the City and cost paid by the developer/property owner through the said annexation.

Prior to Issuance of Grading Permit

14. The developer/property owner shall submit the following to the City Engineer for review and approval:

- a. Onsite Grading Plan and Erosion Control Plan – Plans shall show the approved WDID No.
- b. Storm Drain Improvement Plans
- c. Street Improvement Plans
- d. Traffic and Pedestrian Signal Plans
- e. Signing and Striping Plans
- f. Final Drainage Plan, 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.

15. The treated onsite runoff shall discharge to an adequate outlet as determined by City Engineer.
16. The Riverside County Flood Control District & Water Conservation District (RCFCD) letter of February 16, 2021 (attached) is incorporated into these conditions of approval with the following clarifications:

Rider II and Rider IV are within the Federal Emergency Management Agency 100-year Zone AE floodplain limits as shown on Panel No. 06065C-1430H. The developer shall construct drainage improvements to remove the proposed buildings from the floodplain. The developer shall obtain a Conditional Letter of Map Revision prior to issuance of grading permits for Rider II and/or Rider IV, or recordation of the associated Parcel Maps. The developer shall obtain a final Letter of Map Revision prior to issuance of the first occupancy permit.

The drainage improvements for Rider II and Rider IV consist of the construction of Line G, an open channel in an alignment along Morgan Street; Line G-2, an underground storm drain in an alignment along Sinclair Street and the Metropolitan Water District (MWD) Colorado River Aqueduct; the widening of Perris Valley Storm Drain channel from Morgan Street to Rider Street, the addition of a culvert at the PVSD Channel crossing of Rider Street, and onsite water quality facilities. All facilities shall be completed to the satisfaction of the City Engineer and RCFCD prior to the issuance of occupancy permits.

MDP Line G – Without the lowering of the MWD Colorado River Aqueduct the flowline of the PVSD Channel cannot be constructed

to ultimate depth. As a result, the PVSD Channel flowline is higher than the drainage facilities that discharge into Line G. Therefore, the developer shall construct a pump station at the downstream end of Line G to dewater it. The City will operate and maintain the pump station and Line G. Both facilities shall be included in the associated City Flood Control zone and their maintenance funded by the developer. Plans and supporting hydrology and hydraulic calculations shall be submitted to the City for review and approval.

MDP Line G-2 - The facility shall be constructed as an underground storm drain system from the west side of Redlands Avenue to the PVSD Channel. The facility will be maintained by RCFCD and requires RCFCD plan check review and approval, and RCFCD inspection.

PVSD Channel Widening - In order to remove the Rider II and IV sites from the FEMA Zone AE flood plain, the developer proposes to widen the existing RCFCD channel and use the excavated material as fill for the building sites. The widened channel crosses the MWD Colorado River Aqueduct and then drops to its ultimate flowline elevation. The PVSD channel improvements downstream of the aqueduct cannot proceed until a concrete drop structure is construed to protect the Aqueduct. Plans and supporting documents shall be submitted to RCFCD for review and approval.

PVSD Channel Rider Street Crossing - The developer proposes to add a fifth culvert under Rider Street. Plans for the culvert and the associated improvements to Rider Street shall be submitted to the City for review and approval. Adequate PVSD channel transition structures shall be constructed downstream of the crossing.

Onsite Water Quality Facilities - The developer has submitted a drainage study that shows onsite runoff from Rider II may be discharged to existing Line A-B storm drain in Rider Street.

Any connection to Line A-B will require an encroachment permit from RCFCD.

17. The developer/property owner shall obtain clearance from Metropolitan Water District (MWD) as directed by the City Engineer.

Prior to Issuance of Building Permit

18. 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 paid as 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. Construction of the ADP facilities can be used to offset the drainage fee.

19. Parcel Map 37437 shall be filed for review and approval and shall be recorded.
20. 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.
21. Fire Department and EMWD approvals of Water Improvement Plan are required prior to City Engineer’s approval.
22. All weather access per Fire Department standards shall be provided to the proposed buildings per the Precise Grading Plan.
23. 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

24. 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 north side of the raised landscaped median and a 14 foot wide pavement on the south side of the raised landscaped median (using a TI of 10.0 and PG 70-10), 8-inch curb and gutter located 35 feet north 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 (the Class II bicycle lane shall be extended easterly of the property boundary to include the bridge over Perris Valley Storm Drain Channel), 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.

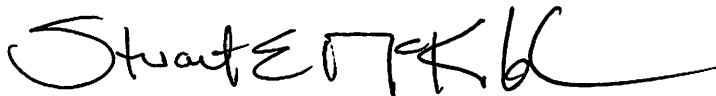
25. Rider Street shall be extended easterly of the property boundary to include the addition of the new culvert at the Perris Valley Storm Drain Channel Crossing.

26. Redlands Avenue (Secondary Arterial – ~~100'/64'~~ **94'/70'**) along the property frontage within the dedicated right-of-way shall be improved to provide for a 4 foot wide landscaped planter (east of the existing sidewalk) and a Class I Shared Use Path facility (8 foot wide AC paved section ~~with 2-foot wide decomposed granite section on both sides~~), per Active Transportation Plan, per City of Perris, County of Riverside and Caltrans Standards.

The existing roadway pavement condition of Redlands Avenue shall be inspected to determine the extent of pavement improvements as directed by the City Engineer.

27. To mitigate the **offsite** traffic impacts, **the developer/property owner shall pay a sum of \$7,180 fair share contribution** for the following improvements ~~shall be provided~~ as indicated in the Traffic Impact Analysis:
- At I-215 Northbound Ramps and Ramona Expressway, add a 3rd eastbound through lane and a 3rd westbound through lane.
 - At Indian Avenue and Harley Knox Boulevard, restripe the 2nd southbound shared through-right turn lane as a dedicated right-turn lane.
28. Site circulation shall be such that auto and truck access and parking are distinct and separate.
29. The northerly driveway on Redlands Avenue and the driveway on Rider Street may accommodate ingress and egress for 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.
30. The northerly driveway on Redlands Avenue shall be restricted to left-in/right-out only.
31. The southerly driveway on Redlands Avenue shall be designated for auto access only and shall be restricted to right-in/right-out only.
32. The driveways shall be per County of Riverside Standard No. 207A.
33. The intersections of Rider Street and the **40-foot wide** driveway/Wilson Avenue shall be signalized and improved to ultimate design and shall be concrete paved to withstand truck traffic as directed by the City Engineer.

34. The intersection of Rider 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.
35. The intersection of northerly driveway 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.
36. Pedestrian signals shall be installed on Redlands Avenue at the trail crossings.
37. The developer/property owner shall provide for utility trench surface repair as directed by the City Engineer.
38. The developer/property owner shall pay the City \$400,000 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.
39. 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

JASON E. UHLEY
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org
236744

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

February 16, 2021

Mr. Stuart McKibbin
City Engineer
City of Perris
101 North D Street
Perris, CA 92570

Dear Mr. McKibbin:

Re: DPR 19-00004
TPM 37437 and TPM 37438
IDI Logistics Tentative Review No. 3
Account No. 137-0-3-90275

As requested by the City of Perris, the Riverside County Flood Control and Water Conservation District (District) received the following for review:

1. DPR 19-00004 Conceptual Grading and Drainage Plan, dated November 12, 2020
2. Tentative Parcel Map No. 37437 – Rider 2, dated November 12, 2020
3. Tentative Parcel Map No. 37438 – Rider 4, dated November 12, 2020
4. Preliminary Drainage Study – Rider 2, dated January 2021
5. Preliminary Drainage Study – Rider 4, dated January 2021

The District's review is limited to the development of conditions of approval for the submitted plans as it relates to the District's proposed Perris Valley Master Drainage Plan (MDP) Lateral G-2, proposed connections to District Facilities, and the widening of Perris Valley Channel. It is the District's understanding that water quality aspects of the plan will be reviewed by the City.

GENERAL CONDITIONS

Development Plan Review (DPR) 19-0004 proposes to construct an 806,351 square foot industrial building on 39-acres and a 570,370 square foot industrial building on 33-acres within the Perris Valley Commerce Center Specific Plan. Tentative Parcel Map (TPM) 37437 and 37438 are within DPR 19-00004. TPM 37437 proposes to combine five (5) parcels into one (1) to facilitate site development of Rider II (APNs: 303-170-004, 005, 303-170-011, 303-170-014 and 303-130-022). TPM 37438 proposes to combine three (3) parcels into one (1) to facilitate site development of Rider IV (APNs: 303-160-002, 303-160-003, 303-160-007 and 303-160-009). DPR 19-00004 proposes to widen the District's Perris Valley Channel to its ultimate width per the Perris Valley Commerce Center Specific Plan. It is understood that Rider II and Rider IV will be constructed after Perris Valley Channel is widened to its ultimate width. The project site is located north of Rider Street, south of Morgan Street, east of Redlands Avenue, and west of Perris Valley Channel.

The eastern portions of both project sites are located within the limits of the 100-year Zone AE floodplain limits for Perris Valley Channel as delineated on Panel Number 06065C-1430H of the Flood Insurance Rate Maps dated August 18, 2014 issued in conjunction with the National Flood Insurance Program (NFIP) administered by the Federal Emergency Management Agency (FEMA). The District recommends that the City require the applicant to process a Conditional Letter of Map Revision (CLOMR) prior to grading and a Letter of Map Revision (LOMR) prior to occupancy with FEMA for the modification to the floodplain.

Mr. Stuart McKibbin
 Re: DPR 19-00004
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February 16, 2021

This review assumes that the widening of Perris Valley Channel to its ultimate width will remove both properties from the 100-year floodplain and floodway prior to construction. Based on the statements in submitted drainage study and a memorandum to the District on September 29, 2020 the City of Perris does not wish to pursue a more

TPM 37437 (Rider II)

TPM 37437 is located on the northeast corner of Rider Street and Redlands Avenue. The existing drainage pattern for the site is characterized by sheet flow that follows the approximate slope to the southeast corner of the project site. Approximately 6 cfs offsite tributary runoff from the north side of the property (OS-1 and OS-2) flow towards a proposed screen wall located on the northern boundary of the site, which provides openings allowing offsite flows to enter the site where it is treated in WQ Basin A, a bio-retention basin. The proposed WQ Basin is located at the southeast corner of the site. On-site runoff generated in the northern half of the site (Area-1 and Area-2) will be collected by the proposed onsite storm drain (Line-A) and conveyed to the WQ Basin A. On-site runoff generated in the southern half of the site (Area-3 and Area-4) will be collected by a proposed onsite storm drain (Line B) and conveyed into WQ Basin A. The rest of the impervious area (Area-5) will sheet flow to a curb and spills into the basin. After treatment, runoff will discharge from WQ Basin A into the District's existing Perris Valley MDP Lateral A-B via a proposed 54-inch lateral, and discharges into Perris Valley Channel. The proposed basin outlet pipe connection to Line A-B will require an encroachment permit from the District since work will be performed within District right-of-way and involve District facilities. If the proposed 54-inch lateral pipe needs to be maintained by the District, the project shall provide viable maintenance access.

In the drainage report for TPM37437, the Rational method calculations used the parameters from the Riverside County Hydrology Manual. Some parameters used need to be verified, such as the rainfall data and the value for slope of intensity, etc. The report shall be updated accordingly. The drainage report referenced a technical memorandum dated February 12, 2020 (Page 56). The memorandum described the modification of the tributary watershed for the Perris Valley MDP Lines A-B, A-C and H (Mid County Parkway project). The proposed tributary area to Line A-C is reduced significantly compared to the original MDP. Some runoffs that were tabled to drain to Line A-C now drain to Perris Valley MDP Lines A-B and H. Due to this modification, the project proposes to drain additional offsite flow and the entire project onsite flow to Line A-B. The memorandum states that the modification has resulted in reduced flow rates for Line A-B compared to the original design assumptions, which is inconsistent with the drainage study for TPM37437 which shows the Q100 in Line A-B increased from 483cfs (As-Built Drawing No. 4-1063) to 506cfs (Pages 56 and 87). During final design, the applicant shall submit the backup drainage study and calculations to the District to demonstrate that Line A-B is sized for ultimate land use condition and constructed to its ultimate capacity, and the additional flows originate outside Line A-B tributary sub-watershed will not negatively impact Line A-B.

An existing storm drain discharges near the northwest corner of Rider II creates a flood hazard to the site. Rider IV (to the north) proposes to construct Lateral G2 which will collect and convey the offsite runoff to Perris Valley Channel. Should Rider II develop prior to Rider IV, Rider II shall construct Lateral G2.

The project is located within the limits of the District's Perris Valley Area Drainage Plan. The project proposes additional impervious surface area and applicable fees should be paid to the District or City prior to issuance of grading or building permits.

TPM 37438 (Rider IV)

TPM 37438 is located on the south east corner of Morgan Street and Redlands Avenue. The site may be subject to runoff from Line G which discharges runoff at the north east corner of Morgan Street and Redlands Avenue. The existing drainage ditch downstream of the Line G outlet may not have the capacity to convey the ultimate 100-year flow rate of 653 CFS per the Perris Valley Commerce Center Specific Plan.

Mr. Stuart McKibbin
Re: DPR 19-00004
TPM 37437 and TPM 37438
IDI Logistics
Tentative Review No. 3
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February 16, 2021

The existing drainage pattern for the site is characterized by sheet flow that follows the approximate slope to the south east corner of the project site. The project proposes to construct Lateral G2 to collect and convey the offsite runoff to Perris Valley Channel. Per the Grading and Drainage Plan, Lateral G2 begins at the intersection of the future Sinclair Street and heads east along the southern border of TPM37438 until it discharges into the future extents of Perris Valley Channel. Lateral G2 is proposed to be a RCB upstream and 7'W X 6'H rectangular channel downstream. Lateral G2 connection to Perris Valley Storm Drain will be detailed during final design once all constraints are fully recognized. Preliminarily, the connection will be via an RCB exit wingwall per Caltrans Standard D84 Type A. The Section E-E on Grading Plan shows the 15-ft access road for the channel maintenance is also used as a trail. There is a potential safety hazard regarding the public falling into the channel due to the public trail adjacent to the open channel. Such safety hazard shall be mitigated, and fence along the channel can be considered. Additionally, the proposed access road is within existing MWD right of way. The District will typically take the ownership of the access road if the project prefers to have the District to maintain Lateral G2. The feasibility of the access road /trail should be verified.

Based on the Response to Comments Letter dated January 7, 2021, the information on Lateral G2 from the Perris Valley Commerce Center Specific Plan (2010) was included in the drainage report as a reference and to preliminary guide the design of Lateral G2. Please note, this document was plan checked by the District, and corrections were issued on January 17, 2019 regarding WSPG analysis, potential nuisance conditions and long-term ponded conditions. During the final engineering, the proposed Lateral G2 shall be designed based on approved information from Perris Valley Commerce Center Specific Plan (2010). If Lateral G2 will be maintained by the District, the final design and backup calculations shall be submitted to the District for approval during final engineering. The facility must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. Please refer to the SUBMIT PLANS and SIX ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY(IES) in the PRIOR TO GRADING PERMIT and PRIOR TO BUILDING PERMIT sections in this letter for detail.

On-site runoff generated by the site is collected by two proposed onsite storm drains (Line A and Line B) and conveyed to a proposed onsite water quality storage basin and a bio retention basin located southeast of the site. The onsite water quality flows are being pumped to the bio retention basin from the storage basin. The western half of the site (Area B1 thru Area B4) drains to Line B and the eastern half (Area A1 thru Area A5) flows to Line A. Both Lines A and B connect to the Lateral G2 and the storage basin. The water quality flow is retained in storage basin while the higher flows discharge directly into Lateral G2 from Lines A and B.

The project is located within the limits of the District's Perris Valley Area Drainage Plan. The project proposes additional impervious surface area and applicable fees should be paid to the District or City prior to issuance of grading or building permits.

PRIOR TO GRADING PERMIT

SUBMIT PLANS

Submit storm drain improvement plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, and federal and state permits). The storm drain improvement plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, both found on the District's website (<https://rcflood.org/1-Want-To/Services/Submit-for-Plan-Check>), and a plan check fee deposit.

Mr. Stuart McKibbin
Re: DPR 19-00004
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February 16, 2021

ENCROACHMENT PERMIT REQUIRED

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or impacting District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

SIX ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY(IES)

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. **THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW.** In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be initiated prior to the issuance of a grading permit and accomplished prior to starting construction of the drainage facility(ies):

1. Plans shall be prepared in strict accordance with District dralling, engineering, operations, and maintenance standards.
2. The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
3. The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintennce with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.
4. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
5. Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above-referenced Agreement).
6. A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

ADP FEE

This project is located within the boundaries of the PERRIS VALLEY Area Drainage Plan (ADP) for which the County Board of Supervisors has adopted drainage fees pursuant to County Ordinance No. 460. If the City has adopted ADP fees by local ordinance, applicable ADP fees will be due prior to the issuance of permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. Drainage fees shall be paid by cashier's check or money order to the City of Perris or the District, as determined by the local land use authority.

Mr. Stuart McKibbin
Re: DPR 19-00004
TPM 37437 and TPM 37438
IDI Logistics
Tentative Review No. 3
Account No. 137-0-3-90275

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February 16, 2021

PRIOR TO BUILDING PERMIT

SUBMIT PLANS

Submit storm drain improvement plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, and federal and state permits). The storm drain improvement plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, both found on the District's website (<https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check>), and a plan check fee deposit.

ENCROACHMENT PERMIT REQUIRED

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

SIX ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY(IES)

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

1. Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
2. The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
3. The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.
4. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
5. Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above-referenced Agreement).

Mr. Stuart McKibbin
 Re: DPR 19-00004
 TPM 37437 and TPM 37438
 IDI Logistics
 Tentative Review No. 3
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February 16, 2021

6. A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

ADP FEE

This project is located within the boundaries of the PERRIS VALLEY Area Drainage Plan (ADP) for which the County Board of Supervisors has adopted drainage fees pursuant to County Ordinance No. 460. If the City has adopted ADP fees by local ordinance, applicable ADP fees will be due prior to the issuance of permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. Drainage fees shall be paid by cashier's check or money order to the City of Perris or the District, as determined by the local land use authority.

PRIOR TO OCCUPANCY

FACILITY COMPLETION - MAP

The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase unless either 1) the District has accepted the drainage system for operation and maintenance or 2) written approval has been provided by the District.

The purpose of this drainage review is to ensure drainage is addressed at a planning level to protect the site from off-site flows in the existing, interim and ultimate conditions, accommodate right of way for proposed drainage facilities, provide an adequate outlet, not adversely affect adjacent properties, properly floodproof structures and potentially mitigate for increases in runoff. Detailed analyses during the final design may result in changes to assumptions made during entitlement phase, such as, revisions to facility sizes, inlet and outlet requirements, revisions to hydrology and/or hydraulic parameters, etc. Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project can be directed to Han Yang at 951.955.1348 or hyang@riveco.org.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
 Engineering Project Manager

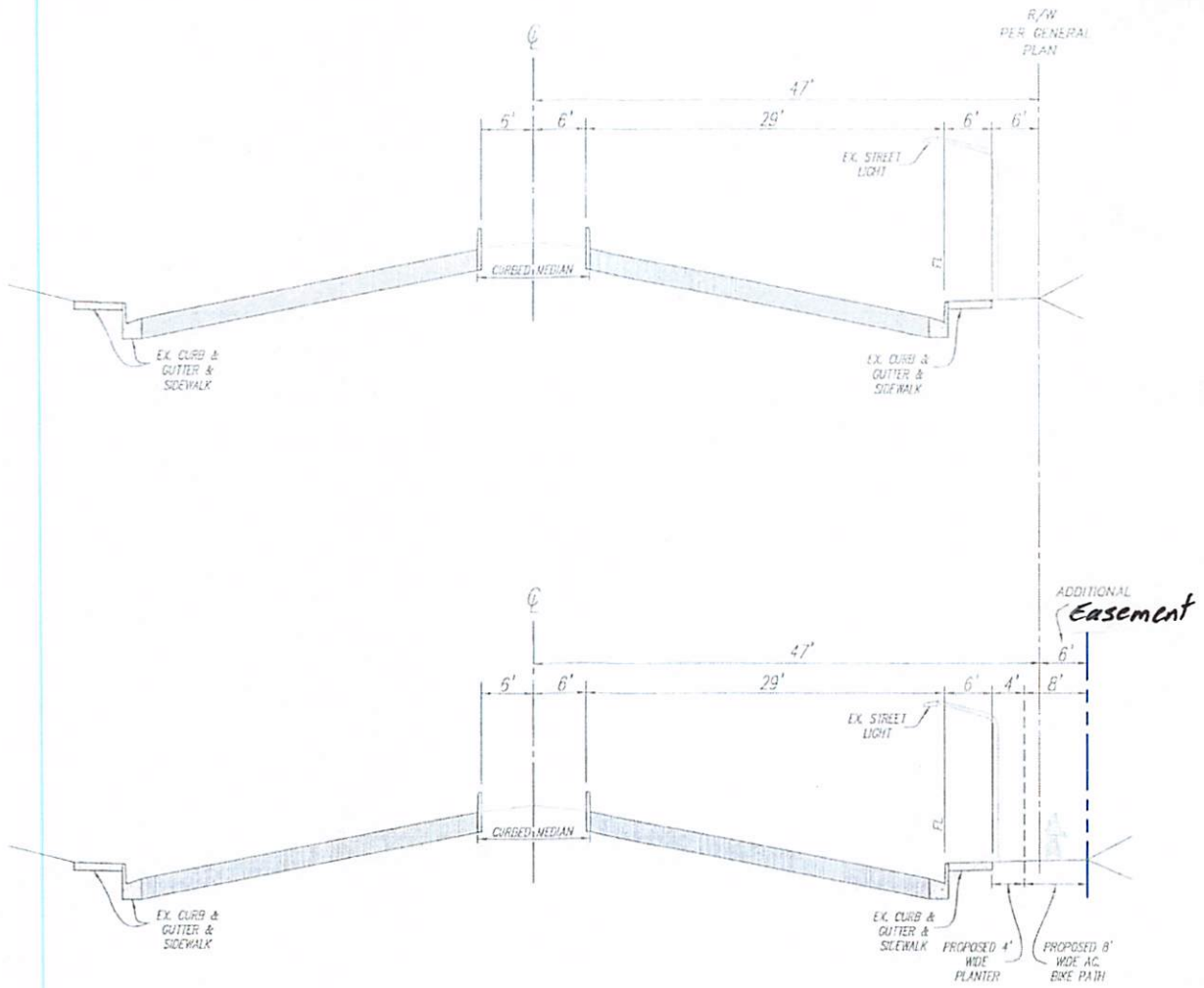
c: Albert A. Webb Associates
 Attn: DJ Arellano
 Attn: Natalie Crider
 City of Perris
 Attn: Mary Blais, Project Planner
 IDI Logistics
 Attn: Steve Hollis

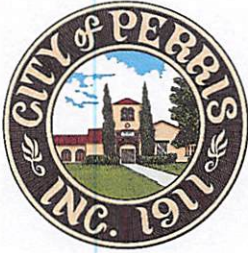


HY:blm

EXHIBIT A

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





CITY OF PERRIS

STUART E. MCKIBBIN, CONTRACT CITY ENGINEER

CONDITIONS OF APPROVAL

P8-1080A

May 6, 2021, **Revised May 21, 2021**

DPR 19-00006, TPM 19-05096, TPM 37438

IDI Logistics – Rider IV

SEc of Morgan Street & Redlands Avenue

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, these 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 developer/property owner shall secure City's and appropriate agencies' clearances and approvals of the improvement plans.
2. 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.

3. Prior to commencement of any construction or installation of fencing in public right-of-way, an encroachment permit shall be obtained from the City Engineer's office.

Prior to Recordation of the Final Map

4. The developer/property owner shall have approved improvement plans, executed subdivision agreement and posted securities.
5. A 20 foot wide half-width right-of-way shall be dedicated on Morgan Street along the property frontage.
6. Redlands Avenue is classified as a Secondary Arterial (~~100'~~ **94'**/~~64'~~ **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 ~~9~~ **3** feet of right-of-way to provide for a ~~53~~ **47** foot half-width dedicated right-of-way **and an additional 6 foot easement to accommodate a Class I Shared Use Path per Active Transportation Plan.** ~~The additional dedication, as depicted in the Exhibit A, is to accommodate the Class I Shared Use Path per Active Transportation Plan.~~
7. Property line corner cutbacks shall be dedicated per County of Riverside Standard No. 805.
8. All easements and/or right-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.
9. Relinquish and waive rights of access to and from Morgan Street and Redlands Avenue other than two (2) openings on Morgan Street and one (1) opening on Redlands Avenue as delineated on the approved site plan.
10. The following statement shall be added to the Final Map:

NOTICE OF DRAINAGE FEES. Notice is hereby given that this property is located in the Perris Valley Area Drainage Plan which was adopted by the City of Perris pursuant to Ordinance and Section 66483, et. Seq. of the Government Code and that said

property is subject to fees for said drainage area. Notice is further given that, pursuant to Ordinance 13-01, payment of the drainage fees shall be paid to the City of Perris prior to issuance of the grading permit or building permit at the rate in effect at the time of issuance of the actual permit.

11. The developer/property owner shall make a good faith effort to acquire required offsite property interests, and if he or she should fail to do so, the developer/property owner shall, prior to submittal of the Final Map for recordation, enter into an agreement to complete the improvements. The agreement shall provide for payment by the developer/property owner of all costs incurred by the City to acquire the offsite property interests required in connection with the subdivision. Security of a portion of these costs shall be in the form of a cash deposit in the amount given in an appraisal report obtained by the developer/property owner (at developer/property owner cost). The appraiser shall be approved by the City prior to commencement of the appraisal.
12. The developer/property owner shall submit the following to the City Engineer for review and approval:
 - a. Street Improvement Plans
 - b. Storm Drain Improvement Plans
 - c. Traffic and Pedestrian Signal Plans
 - d. Signing and Striping Plans
 - e. Final Drainage Plan, Hydrology and Hydraulic Report
 - f. 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.

13. The developer/property owner shall sign the consent and waiver form to join the City's Lighting and Landscape Districts and City's Flood Control District as appropriate. The proposed streetlights and existing and proposed traffic signals shall be maintained by the City and cost paid by the developer/property owner through the said annexation.

Prior to Issuance of Grading Permit

14. The developer/property owner shall submit the following to the City Engineer for review and approval:
 - a. Onsite Grading Plan and Erosion Control Plan – Plans shall show the approved WDID #
 - b. Street Improvement Plans
 - c. Storm Drain Improvement Plans
 - d. Traffic and Pedestrian Signal Plans
 - e. Signing and Striping Plans
 - f. Final Drainage Plan, 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.

15. The treated onsite runoff shall discharge to an adequate outlet as determined by City Engineer.
16. The Riverside County Flood Control District & Water Conservation District (RCFCD) letter of February 16, 2021 (attached) is incorporated into these conditions of approval with the following clarifications:

Rider II and Rider IV are within the Federal Emergency Management Agency 100-year Zone AE floodplain limits as shown on Panel No. 06065C-1430H. The developer shall construct drainage improvements to remove the proposed buildings from the floodplain. The developer shall obtain a Conditional Letter of Map Revision prior to issuance of grading permits for Rider II and/or Rider IV, or recordation of the associated Parcel Maps. The developer shall obtain a final Letter of Map Revision prior to issuance of the first occupancy permit.

The drainage improvements for Rider II and Rider IV consist of the construction of Line G, an open channel in an alignment along Morgan Street; Line G-2, and underground storm drain in an alignment along Sinclair Street and the Metropolitan Water District (MWD) Colorado River Aqueduct; the widening of Perris valley Storm Drain Channel from Morgan Street to Rider Street, the

addition of a culvert at the PVSD Channel crossing of Rider Street, and onsite water quality facilities. All facilities shall be completed to the satisfaction of the City Engineer and RCFCD prior to the issuance of occupancy permits.

MDP Line G – Without lowering of the MWD Colorado River Aqueduct the flowline of the PVSD Channel cannot be constructed to ultimate depth. As a result, the PVSD Channel flowline is higher than the drainage facilities that discharge into Line G. Therefore, the developer shall construct a pump station at the downstream end of Line G to dewater it. The city will operate and maintain the pump station and Line G. Both facilities shall be included in the associated City Flood Control Zone and their maintenance funded by the developer. Plans and supporting hydrology and hydraulic calculations shall be submitted to the City for review and approval.

MDP Line G-2 – The facility shall be constructed as an underground storm drain system from the west side of Redlands Avenue to the PVSD Channel. The facility will be maintained by RCFCD and requires RCFCD plan check review and approval, and RCFCD inspection.

PVSD Channel Widening – In order to remove the Rider II and Rider IV sites from the FEMA Zone AE floodplain, the developer proposes to widen the existing RCFCD channel and use the excavated material as fill for the building sites. The widened channel crosses the MWD Colorado River Aqueduct and then drops to its ultimate flowline elevation. The PVSD Channel improvements downstream of the Aqueduct cannot proceed until a concrete drop structure is constructed to protect the Aqueduct. Plans and supporting documents shall be submitted to RCFCD for review and approval.

PVSD Channel Rider Street Crossing – The developer proposes to add a fifth culvert under Rider Street. Plans for the culvert and the associated improvements to Rider Street shall be submitted to the City for review and approval. Adequate PVSD channel transition structures shall be constructed downstream of the crossing.

17. The developer/property owner shall obtain clearance from Metropolitan Water District (MWD) as directed by the City Engineer.

Prior to Issuance of Building Permit

18. 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 paid as 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. Construction of the ADP facilities can be used to offset the drainage fee.
19. Parcel Map 37438 shall be filed for review and approval and shall be recorded.
20. 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.
21. Fire Department and EMWD approvals of Water Improvement Plans are required prior to City Engineer's approval.
22. All weather access per Fire Department standards shall be provided to the proposed buildings per the Precise Grading Plan.
23. The developer/property owner shall submit a compaction certification from the Soils Engineer in compliance with the approved geotechnical/soils report.

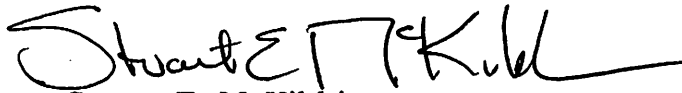
Prior to Issuance of Certificate of Occupancy

24. Morgan Street along the property frontage within the dedicated right-of-way shall be improved to provide for a 40 foot wide concrete pavement (using a TI of 10.0 and PG 70-10), 6-inch curb and gutter located 20 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, per City of Perris, County of Riverside and Caltrans standards.
25. Redlands Avenue (Secondary Arterial - **94'/70'** ~~100'/64'~~) along the property frontage within the dedicated right-of-way shall be improved to provide for a 4 foot wide landscaped planter (east of the existing sidewalk) and a Class I Shared Use Path Facility (8 foot wide AC paved section ~~with 2 foot wide decomposed granite section on both sides~~), per Active Transportation Plan, City of Perris, County of Riverside and Caltrans standards. A Class 2 bike path shall be installed from Morgan Avenue to the northern edge of the property along Redlands Avenue.

The existing roadway pavement condition of Redlands Avenue shall be inspected to determine the extent of pavement improvements as directed by the City Engineer.

26. To mitigate the **offsite** traffic impacts, **the developer/property owner shall pay a sum of \$7,180 fair share contribution** for the following improvements ~~shall be provided~~ as indicated in the Traffic Impact Analysis:
 - At I-215 Northbound Ramps and Ramona Expressway, add a 3rd eastbound through-lane and a 3rd westbound through lane.
 - At Indian Avenue and Harley Knox Boulevard, restripe the 2nd southbound shared through-right turn lane to function as a dedicated right turn lane and modify the traffic signal to implement overlap phasing on the southbound right turn lane.
27. Site circulation shall be such that auto and truck access and parking are distinct and separate.
28. The driveways on Morgan Street may accommodate ingress and egress for both trucks and autos however, distinctive controls shall be provided to isolate the trucks and autos maneuvers directly past the driveway; the controls shall be designed by a Traffic engineer and approved by the City Engineer.
29. The driveway on Redlands Avenue shall be designated for auto access only and shall be restricted to right-in/right-out only.
30. The driveways shall be per County of Riverside Standard No. 207A.
31. The intersection of Morgan 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.
32. 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.
33. Pedestrian signals shall be installed on Redlands Avenue at the trail crossings near Sinclair Street.
34. The developer/property owner shall provide for utility trench surface repair as directed by the City Engineer.

35. The developer/property owner shall pay the City \$250,000 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.
36. 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

JASON E. UHLEY
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org
236744

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

February 16, 2021

Mr. Stuart McKibbin
City Engineer
City of Perris
101 North D Street
Perris, CA 92570

Dear Mr. McKibbin:

Re: DPR 19-00004
TPM 37437 and TPM 37438
IDI Logistics Tentative Review No. 3
Account No. 137-0-3-90275

As requested by the City of Perris, the Riverside County Flood Control and Water Conservation District (District) received the following for review:

1. DPR 19-00004 Conceptual Grading and Drainage Plan, dated November 12, 2020
2. Tentative Parcel Map No. 37437 - Rider 2, dated November 12, 2020
3. Tentative Parcel Map No. 37438 - Rider 4, dated November 12, 2020
4. Preliminary Drainage Study - Rider 2, dated January 2021
5. Preliminary Drainage Study - Rider 4, dated January 2021

The District's review is limited to the development of conditions of approval for the submitted plans as it relates to the District's proposed Perris Valley Master Drainage Plan (MDP) Lateral G-2, proposed connections to District Facilities, and the widening of Perris Valley Channel. It is the District's understanding that water quality aspects of the plan will be reviewed by the City.

GENERAL CONDITIONS

Development Plan Review (DPR) 19-0004 proposes to construct an 806,351 square foot industrial building on 39-acres and a 570,370 square foot industrial building on 33-acres within the Perris Valley Commerce Center Specific Plan. Tentative Parcel Map (TPM) 37437 and 37438 are within DPR 19-00004. TPM 37437 proposes to combine five (5) parcels into one (1) to facilitate site development of Rider II (APNs: 303-170-004, 005, 303-170-011, 303-170-014 and 303-130-022). TPM 37438 proposes to combine three (3) parcels into one (1) to facilitate site development of Rider IV (APNs: 303-160-002, 303-160-003, 303-160-007 and 303-160-009). DPR 19-00004 proposes to widen the District's Perris Valley Channel to its ultimate width per the Perris Valley Commerce Center Specific Plan. It is understood that Rider II and Rider IV will be constructed after Perris Valley Channel is widened to its ultimate width. The project site is located north of Rider Street, south of Morgan Street, east of Redlands Avenue, and west of Perris Valley Channel.

The eastern portions of both project sites are located within the limits of the 100-year Zone AE floodplain limits for Perris Valley Channel as delineated on Panel Number 06065C-1430H of the Flood Insurance Rate Maps dated August 18, 2014 issued in conjunction with the National Flood Insurance Program (NFIP) administered by the Federal Emergency Management Agency (FEMA). The District recommends that the City require the applicant to process a Conditional Letter of Map Revision (CLOMR) prior to grading and a Letter of Map Revision (LOMR) prior to occupancy with FEMA for the modification to the floodplain.

Mr. Stuart McKibbin
 Re: DPR 19-00004
 TPM 37437 and TPM 37438
 IDI Logistics Tentative Review No. 3
 Account No. 137-0-3-90275

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February 16, 2021

This review assumes that the widening of Perris Valley Channel to its ultimate width will remove both properties from the 100-year floodplain and floodway prior to construction. Based on the statements in submitted drainage study and a memorandum to the District on September 29, 2020 the City of Perris does not wish to pursue a more

TPM 37437 (Rider II)

TPM 37437 is located on the northeast corner of Rider Street and Redlands Avenue. The existing drainage pattern for the site is characterized by sheet flow that follows the approximate slope to the southeast corner of the project site. Approximately 6 cfs offsite tributary runoff from the north side of the property (OS-1 and OS-2) flow towards a proposed screen wall located on the northern boundary of the site, which provides openings allowing offsite flows to enter the site where it is treated in WQ Basin A, a bio-retention basin. The proposed WQ Basin is located at the southeast corner of the site. On-site runoff generated in the northern half of the site (Area-1 and Area-2) will be collected by the proposed onsite storm drain (Line-A) and conveyed to the WQ Basin A. On-site runoff generated in the southern half of the site (Area-3 and Area-4) will be collected by a proposed onsite storm drain (Line B) and conveyed into WQ Basin A. The rest of the impervious area (Area-5) will sheet flow to a curb and spills into the basin. After treatment, runoff will discharge from WQ Basin A into the District's existing Perris Valley MDP Lateral A-B via a proposed 54-inch lateral, and discharges into Perris Valley Channel. The proposed basin outlet pipe connection to Line A-B will require an encroachment permit from the District since work will be performed within District right-of-way and involve District facilities. If the proposed 54-inch lateral pipe needs to be maintained by the District, the project shall provide viable maintenance access.

In the drainage report for TPM37437, the Rational method calculations used the parameters from the Riverside County Hydrology Manual. Some parameters used need to be verified, such as the rainfall data and the value for slope of intensity, etc. The report shall be updated accordingly. The drainage report referenced a technical memorandum dated February 12, 2020 (Page 56). The memorandum described the modification of the tributary watershed for the Perris Valley MDP Lines A-B, A-C and H (Mid County Parkway project). The proposed tributary area to Line A-C is reduced significantly compared to the original MDP. Some runoffs that were tabled to drain to Line A-C now drain to Perris Valley MDP Lines A-B and H. Due to this modification, the project proposes to drain additional offsite flow and the entire project onsite flow to Line A-B. The memorandum states that the modification has resulted in reduced flow rates for Line A-B compared to the original design assumptions, which is inconsistent with the drainage study for TPM37437 which shows the Q100 in Line A-B increased from 483cfs (As-Built Drawing No. 4-1063) to 506cfs (Pages 56 and 87). During final design, the applicant shall submit the backup drainage study and calculations to the District to demonstrate that Line A-B is sized for ultimate land use condition and constructed to its ultimate capacity, and the additional flows originate outside Line A-B tributary sub-watershed will not negatively impact Line A-B.

An existing storm drain discharges near the northwest corner of Rider II creates a flood hazard to the site. Rider IV (to the north) proposes to construct Lateral G2 which will collect and convey the offsite runoff to Perris Valley Channel. Should Rider II develop prior to Rider IV, Rider II shall construct Lateral G2.

The project is located within the limits of the District's Perris Valley Area Drainage Plan. The project proposes additional impervious surface area and applicable fees should be paid to the District or City prior to issuance of grading or building permits.

TPM 37438 (Rider IV)

TPM 37438 is located on the south east corner of Morgan Street and Redlands Avenue. The site may be subject to runoff from Line G which discharges runoff at the north east corner of Morgan Street and Redlands Avenue. The existing drainage ditch downstream of the Line G outlet may not have the capacity to convey the ultimate 100-year flow rate of 653 CFS per the Perris Valley Commerce Center Specific Plan.

Mr. Stuart McKibbin
 Re: DPR 19-00004
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February 16, 2021

The existing drainage pattern for the site is characterized by sheet flow that follows the approximate slope to the south east corner of the project site. The project proposes to construct Lateral G2 to collect and convey the offsite runoff to Perris Valley Channel. Per the Grading and Drainage Plan, Lateral G2 begins at the intersection of the future Sinclair Street and heads east along the southern border of TPM37438 until it discharges into the future extents of Perris Valley Channel. Lateral G2 is proposed to be a RCB upstream and 7'W X 6'H rectangular channel downstream. Lateral G2 connection to Perris Valley Storm Drain will be detailed during final design once all constraints are fully recognized. Preliminarily, the connection will be via an RCB exit wingwall per Caltrans Standard D84 Type A. The Section E-B on Grading Plan shows the 15-ft access road for the channel maintenance is also used as a trail. There is a potential safety hazard regarding the public falling into the channel due to the public trail adjacent to the open channel. Such safety hazard shall be mitigated, and fence along the channel can be considered. Additionally, the proposed access road is within existing MWD right of way. The District will typically take the ownership of the access road if the project prefers to have the District to maintain Lateral G2. The feasibility of the access road /trail should be verified.

Based on the Response to Comments Letter dated January 7, 2021, the information on Lateral G2 from the Perris Valley Commerce Center Specific Plan (2010) was included in the drainage report as a reference and to preliminarily guide the design of Lateral G2. Please note, this document was plan checked by the District, and corrections were issued on January 17, 2019 regarding WSPG analysis, potential nuisance conditions and long-term ponded conditions. During the final engineering, the proposed Lateral G2 shall be designed based on approved information from Perris Valley Commerce Center Specific Plan (2010). If Lateral G2 will be maintained by the District, the final design and backup calculations shall be submitted to the District for approval during final engineering. The facility must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. Please refer to the SUBMIT PLANS and SIX ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY(IES) in the PRIOR TO GRADING PERMIT and PRIOR TO BUILDING PERMIT sections in this letter for detail.

On-site runoff generated by the site is collected by two proposed onsite storm drains (Line A and Line B) and conveyed to a proposed onsite water quality storage basin and a bio retention basin located southeast of the site. The onsite water quality flows are being pumped to the bio retention basin from the storage basin. The western half of the site (Area B1 thru Area B4) drains to Line B and the eastern half (Area A1 thru Area A5) flows to Line A. Both Lines A and B connect to the Lateral G2 and the storage basin. The water quality flow is retained in storage basin while the higher flows discharge directly into Lateral G2 from Lines A and B.

The project is located within the limits of the District's Perris Valley Area Drainage Plan. The project proposes additional impervious surface area and applicable fees should be paid to the District or City prior to issuance of grading or building permits.

PRIOR TO GRADING PERMIT

SUBMIT PLANS

Submit storm drain improvement plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, and federal and state permits). The storm drain improvement plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, both found on the District's website (<https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check>), and a plan check fee deposit.

Mr. Stuart McKibbin
Re: DPR 19-00004
TPM 37437 and TPM 37438
IDI Logistics
Tentative Review No. 3
Account No. 137-0-3-90275

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February 16, 2021

ENCROACHMENT PERMIT REQUIRED

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or impacting District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

SIX ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY(IES)

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. **THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW.** In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be initiated prior to the issuance of a grading permit and accomplished prior to starting construction of the drainage facility(ies):

1. Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
2. The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
3. The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.
4. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
5. Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above-referenced Agreement).
6. A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

ADP FEE

This project is located within the boundaries of the PERRIS VALLEY Area Drainage Plan (ADP) for which the County Board of Supervisors has adopted drainage fees pursuant to County Ordinance No. 460. If the City has adopted ADP fees by local ordinance, applicable ADP fees will be due prior to the issuance of permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. Drainage fees shall be paid by cashier's check or money order to the City of Perris or the District, as determined by the local land use authority.

Mr. Stuart McKibbin
Re: DPR 19-00004
TPM 37437 and TPM 37438
IDI Logistics
Tentative Review No. 3
Account No. 137-0-3-90275

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February 16, 2021

PRIOR TO BUILDING PERMIT

SUBMIT PLANS

Submit storm drain improvement plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, and federal and state permits). The storm drain improvement plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, both found on the District's website (<https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check>), and a plan check fee deposit.

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An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

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Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT (OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

1. Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
2. The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
3. The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.
4. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
5. Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above-referenced Agreement).

Mr. Stuart McKibbin
 Re: DPR 19-00004
 TPM 37437 and TPM 37438
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February 16, 2021

6. A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

ADP FEE

This project is located within the boundaries of the PERRIS VALLEY Area Drainage Plan (ADP) for which the County Board of Supervisors has adopted drainage fees pursuant to County Ordinance No. 460. If the City has adopted ADP fees by local ordinance, applicable ADP fees will be due prior to the issuance of permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. Drainage fees shall be paid by cashier's check or money order to the City of Perris or the District, as determined by the local land use authority.

PRIOR TO OCCUPANCY

FACILITY COMPLETION - MAP

The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase unless either 1) the District has accepted the drainage system for operation and maintenance or 2) written approval has been provided by the District.

The purpose of this drainage review is to ensure drainage is addressed at a planning level to protect the site from off-site flows in the existing, interim and ultimate conditions, accommodate right of way for proposed drainage facilities, provide an adequate outlet, not adversely affect adjacent properties, properly floodproof structures and potentially mitigate for increases in runoff. Detailed analyses during the final design may result in changes to assumptions made during entitlement phase, such as, revisions to facility sizes, inlet and outlet requirements, revisions to hydrology and/or hydraulic parameters, etc. Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project can be directed to Han Yang at 951.955.1348 or hyang@riveco.org.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
 Engineering Project Manager

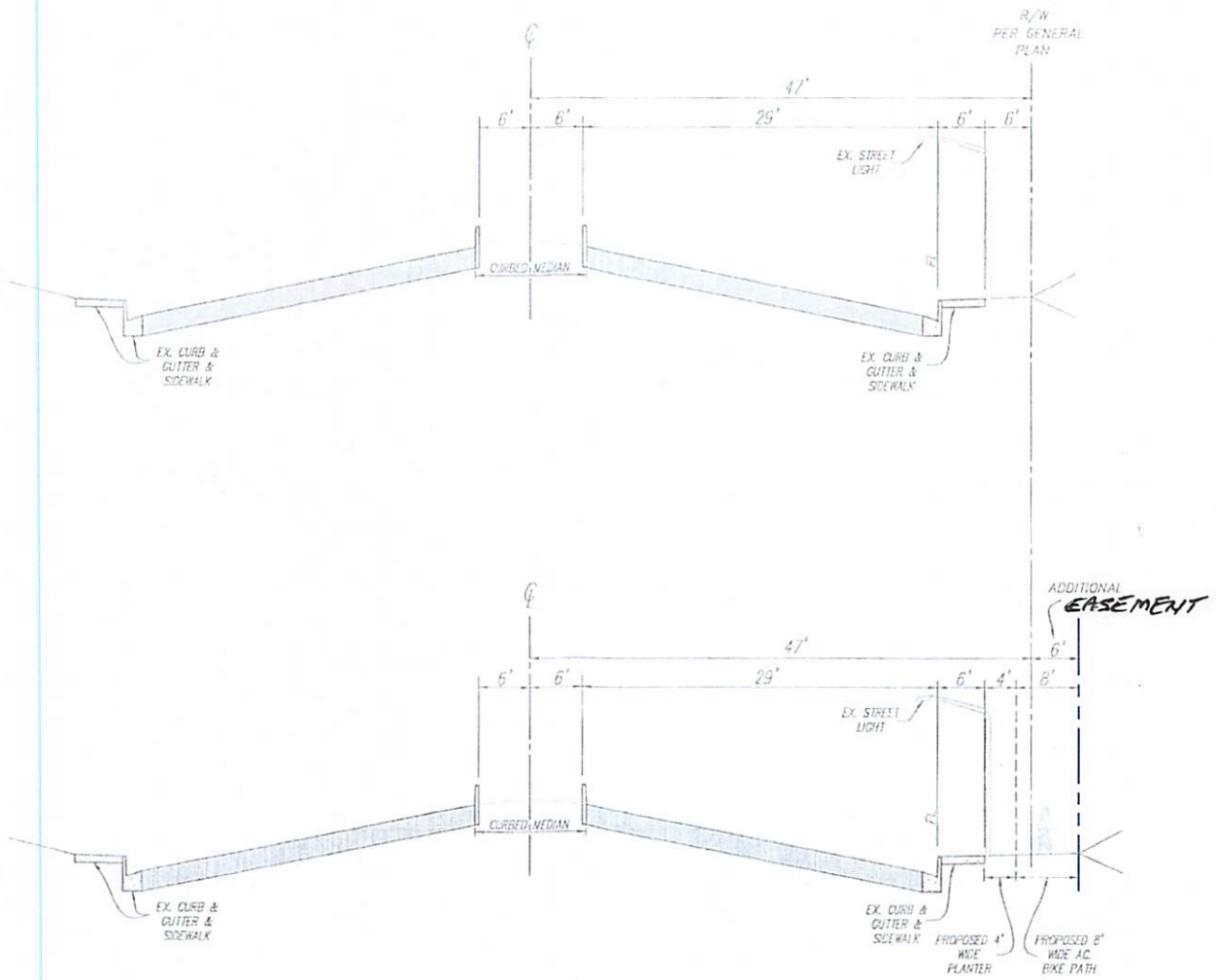
c: Albert A. Webb Associates
 Attn: DJ Arellano
 Attn: Natalie Crider
 City of Perris
 Attn: Mary Blais, Project Planner
 IDI Logistics
 Attn: Steve Hollis



HY:blm

EXHIBIT A

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





CITY OF PERRIS

PUBLIC WORKS DEPARTMENT

Engineering Administration

. NPDES .

Special Districts (Lighting, Landscape, Flood Control)

MEMORANDUM

Date: May 7, 2021

To: Cathy Perring, Project Planner

From: Michael Morales, CIP Manager *M.A.M.*

Subject: DPR 19-00004 TPM 37437 (TPM 19-05058) DPR 19-00006 TPM 37438 (TPM 19-05096)– Conditions of Approval

DPR 19-00004 and TPM 37437 are proposals to construct an 806,351 s.f. industrial building and create a new parcel map on 39 acres (AKA Rider 2) at the N/E corner of Rider Street and Redlands Avenue; and DPR 19-00006 and TPM 37438 are proposals to construct a 567,098 s.f. industrial building and create a new parcel map on 33 acres (AKA Rider 4) at the S/E corner of Morgan Street and Redlands Avenue, within the Perris Valley Commerce Center (PVCC) Specific Plan

-
1. **Dedication and Landscape Maintenance Easement.** Offer of Dedication and/or 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 (94' ROW, 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**–Provide offer of dedication as needed to provide for full half width Street (94' ROW (47' half-width), raised median, Modified Class I bicycle path (non-shared use), curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum including the minimum parkway, plus an additional 6' easement, totaling 18' public parkway from face of curb. The additional 6' of landscape easement shall be required to provide for the required Class I shared use path (pedestrian/bicycle), to be integrated with the existing sidewalk improvements.
 - **Morgan Street**- Provide offer of dedication as needed to provide for full half width Street (94' ROW 47' half-width), painted median, curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum 15' public parkway from face of curb.
 - **Rider Street Median**- Provide a 14' wide raised landscape median fronting the project and extending east along Rider Street as determined by the City Engineer's Office.
 - **Redlands Avenue Median (existing)**- Provide a 12' 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 (N/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.

2. **Landscape Maintenance Easement and Landscape Easement Agreement.** The developer shall provide, for review and approval, a landscape easement, complete with legal plat map and legal description to the City of Perris. The Developer shall provide an additional six feet (6') landscape easement and if applicable a Landscape easement agreement, acceptable to the City of Perris for frontage along Redlands Avenue. The total public parkway along Perris Boulevard will be 18' from face of curb. 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 19-00004 and 19-00006" 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**- 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 within a 4' planter area and will consist of the same plant pallet as new project to the west on Redlands Ave. Street Tree Primary: *Rhus Lancia* African Sumac Tree; Secondary (accent tree): *Lagerstromia India* Tribe Varieties. Use drought resistant shrubs and ground cover intended to complement the existing parkways to the west 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**- Shall be marked as a bicycle path, a minimum of 7' wide asphalt with 6" mow curb on both sides. Asphalt path will be a minimum of 3" asphalt concrete over a 4" class 2 base. Total width of bicycle path shall be 8'.
 - **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 (existing)**- This project will benefit from the existing Redlands avenue median and shall pay its fair share of on-going maintenance costs.
 - **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-T15-001 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. Community Walls**- New perimeter walls shall be treated with 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) 657-3280 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) 657-3280 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 meet the type, style, and durability requirements of the Public Works 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, bike path, Rider Median, and fair share maintenance costs for existing Redlands Avenue median 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.



Dennis Grubb and Associates, LLC

Assisting Cities Build Safe Communities

Fire Department Development Review Comments

April 5, 2021

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

Subject: Development Review for Rider 2, DPR19-00004 and TPM 19-05058; and Development Review for Rider 4 Industrial, PLN 19-00006 & TPM 19-05096

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

1. Prior to the to the issuance of a grading permits a fire department access plan shall be submitted to the City of Perris for review and approval. The fire department access plan shall comply with the requirements specified by the City of Perris Guideline for Fire Department Access & Water Requirements for Commercial & Residential Development, and the California Fire Code, Chapter 5.
2. Fire flow shall be a minimum of 4000 GPM at 20 psi for a duration of 2 hours.
3. 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.
4. All required fire hydrants shall be installed and operational prior to building construction. All fire hydrants shall remain operational during construction.
5. 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.
6. Prior to construction a temporary address sign shall be posted and clearly visible from the street.
7. 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.

8. City of Perris approval shall be obtained prior to the storage and/or use of hazardous materials as defined by the California Fire Code.
9. 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.
10. 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.
11. Prior to the issuance of a Certificate of Occupancy the building shall be provided with an emergency radio communication enhancement system. The emergency radio communication enhancement system shall meet the requirements of CFC § 510 and all applicable subsection. The system shall be installed and inspected by the City of Perris Building Department before the Certificate of Occupancy is issued. The requirement can be waived by the Fire Marshal if the building is evaluated by an Emergency Radio Communication Specialist 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.

Respectfully,



Dennis Grubb, CFPE



CITY OF PERRIS

COMMUNITY SERVICES

MEMO

To: Cathy Perring, Senior Planner

From: Joshua Estrada, Parks Coordinator

cc: Sabrina Chavez, Director of Community Services
Arcenio Ramirez, Community Services Manager

Date: November 16, 2020

Subject: Development Plan Review - #19-00004 & TPM 19-05058
Development Plan Review - #19-00006 & TPM 19-05096

Applicant: Steve Hollis, IDI Rider 2 LLC

Community Services Staff reviewed DPR #19-00004 & TPM 19-05058 and DPR 19-00006 & TPM 19-05096 and offer the following comments:

Development Impact Fees – Park Facilities

The Proposed Project is an industrial development project and is subject to payment of the following fees:

- Park Development Impact Fees
- Public Art Fees

Special District

- The proposed project shall annex into the Community Facilities District No. 2018-02 (Public Services)

Trails and Connectivity

The Proposed Project is adjacent to the Linear Park Trail that is identified on the City Trails Master Plan.

- Developer shall submit design plans for Linear Park Improvements, including lighting, to the Community Services Department for approval.
- The site plan must identify improvements to connect existing trail on the East side of the San Jacinto River to the Perris Valley Trail on the West side of the river.



CITY OF PERRIS

COMMUNITY SERVICES

- Trail plan is to include a trailhead sign, quarter mile markers, trail overlay showing total distance, and connection to the existing Perris Valley Trail.

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

Planning Case File No(s): DEVELOPMENT PLAN REVIEW #19-00004 & TPM 19-05058

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

Applicant: Mr. Steve Hollis

Location: NEC REDLANDS AVE & RIDER STREET

Project: Proposal to construct an 806,351 sf Speculative Industrial Building on 39 Acres located in the Perris Valley Commerce Center Specific Plan within a Light Industrial Zone and a Tentative Parcel Map 37437 to five parcels into one.

APN(s): 303-170-004, 011, 014, & 303-130-022

Reviewed By: David J. Martinez, CBO

Date: 4-3-19

BUILDING AND SAFETY CONDITIONS

1. Shall comply with the latest adopted State of California editions of the following codes as applicable:
 - A. California Building Code
 - B. California Residential Code
 - C. California Electrical Code
 - D. California Mechanical Code
 - E. California Plumbing Code
 - F. California Energy Code.
 - G. California Fire Code
 - H. California Green Building Standards Code.
2. Automatic fire suppression systems shall be installed in all new construction when the gross area of the building exceeds 5,000 sf. or more than two-story high per Title 16 of the City of Perris Code of Ordinances.
3. The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.
4. The Parcel map shall record prior to the issuance of any permits
5. All signs shall be Underwriters Laboratories, or equal, approved.
6. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties.

PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS

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

FIRE CONDITIONS: To Be provided by Dennis Grubb

4.3 MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Aesthetics							
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area during construction.	<p>Applicable PVCCSP Mitigation Measures</p> <p>Refer to mitigation measures MM Haz 3 and MM Haz 5 under Hazards and Hazardous Materials, which address potential hazards to March Air Reserve Base/Inland Port (MARB/IP) Airport.</p>						
	<p>Additional Project-Level Mitigation Measures</p> <p>MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that: (1) construction staging areas shall be located as far as possible from residences east and south of the Project area; and, (2) any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky, onto adjacent residential properties, or into the PVSD Channel. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.</p>						
		Prior to issuance of grading permits Periodic site inspections during construction	Review and approval of Contractor Specifications	City of Perris Building Division			
Air Quality							
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.	<p>Applicable PVCCSP Mitigation Measures</p>						
	<p>MM Air 1 To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p>		<p>Mitigation measure completed with preparation of the Draft EIR.</p>				

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>MM Air 2 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p>	Prior to issuance of grading permits	Approval of required traffic control plan	City of Perris Engineering Administration Division			
	<p>MM Air 3 To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), keeping disturbed/loose soil moist at all times, requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site, suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation, sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, and replacement of ground cover in disturbed areas as quickly as possible. 	Prior to issuance of grading permits	Submittal of dust control plan approved by the SCAQMD or other sufficient proof of compliance with Rule 403	City of Perris Planning Division City of Perris Engineering Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	MM Air 4 Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	Prior to issuance of building and grading permits	Confirmation that building and grading permits include required restriction	City of Perris Building Division			
	MM Air 5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic review of equipment maintenance records and equipment design specifications data sheets by City	City of Perris Building Division			
	MM Air 8 Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.	During construction	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	MM Air 9 To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.	Periodic site inspections during construction	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>MM Air 10 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p>	Mitigation measure completed with preparation of the Draft EIR.					
	<p>MM Air 11 Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p>	Prior to issuance of certificate of occupancy and periodically after development	Confirmation that this requirement is included in Contractor Specifications Inspection to confirm signage posted	City of Perris Building Division			
	<p>MM Air 13 In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.</p>	Prior to certificate of occupancy for buildings and tenant improvements	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices	City of Perris Planning and Building Divisions			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	MM Air 14 Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.	Prior to certificate of occupancy	Confirmation during plot plan review that parking spaces have been designated for high-occupancy vehicles and ride-sharing vans	City of Perris Planning and Building Divisions			
	MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.	In conjunction with street and utility plans and prior to the City accepting the street improvements	Verification by City of incorporation of project design features and approval of street and utility plans	City of Perris Planning and Building Divisions			
	MM Air 20 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.	Prior to issuance of building permits	Submission of a Title 24 worksheet with building plans	City of Perris Building Division			
	Additional Project-Level Mitigation Measures						
	MM 3-1 Prior to issuance of occupancy permits for the proposed buildings, the Project Applicant shall provide evidence to the City of Perris Building Division that legible, durable, weather-proof signs have been placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations.	Prior to issuance of occupancy permits.	Confirmation that these requirements are included in Contractor Specifications	City of Perris Building Division			
	MM 3-2 Prior to issuance of occupancy permits, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the proposed buildings have been or will be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.	Prior to issuance of occupancy permits	Confirmation that tenants have been provided with information regarding funding for opportunities	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	MM 3-3 Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Division that demonstrate that each building is designed for passive heating and cooling, and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.	Prior to the issuance of each building permit Prior to issuance of occupancy permits	Confirmation that each project building is designed for passive heating and cooling, and is designed to include natural light	City of Perris Building Division			
	MM 3-4 Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Division that demonstrate that electrical service is provided to each of the areas in the vicinity of the buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.	Prior to the issuance of each building permit	Confirmation that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped so that electrical equipment may be used for landscape maintenance	City of Perris Building Division			
	MM 3-5 The Project Applicant shall include in all future lease agreements for the proposed buildings a requirement that all building tenants must utilize electric equipment for landscape maintenance to the extent feasible.	Prior to execution of every lease agreement	Review of executed lease agreement	City of Perris Planning and Building Divisions			
	MM 3-6 The Project Applicant shall include in all future lease agreements for the proposed buildings a requirement that all building tenants shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.	Prior to execution of every lease agreement	Review of executed lease agreement	City of Perris Planning and Building Divisions			
	MM 3-7 Upon occupancy, the facility operator shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Development Services Department. The report shall: (1)	Prior to issuance of occupancy permits and annual reports	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices	City of Perris Planning and Building Divisions			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	list each engine design; (2) describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and (3) describe the change in each fleet composition from the prior year.		Confirmation that annual reports are submitted				
	<p>MM 3-8 Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City. The tenant-implemented program would include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees. • Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work. • Inform employees of public transit and commuting services available to them (e.g., social media, signage). • Provide on-site transit pass sales and discounted transit passes. • Guarantee a ride home. • Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted. • Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program.” Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees. 	Prior to issuance of occupancy permit and annually thereafter	Confirmation that annual approved SCAQMD Rule 2202 report or other sufficient proof of compliance with Rule 2202 is submitted	City of Perris Planning Division			
	MM 3-9 Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.	Prior to issuance of building permits	Confirmation that loading docks are designed to be compatible with SmartWay trucks	City of Perris Building Division			
	MM 3-10 Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the	Prior to issuance of occupancy permits and annually thereafter	Confirmation that tenants have been provided with required information	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>information shall be provided to employees and truck drivers as appropriate, regarding:</p> <ul style="list-style-type: none"> • Building energy efficiency, solid waste reduction, recycling, and water conservation. • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. • Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies. • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. <p>The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.</p>						
	<p>MM 3-11 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.</p>	<p>Prior to issuance of building permits</p> <p>Prior to issuance of occupancy permits</p>	<p>Review and approval of site signage program</p> <p>Inspection to confirm signs have been posted</p>	<p>City of Perris Planning Division</p>			
	<p>MM 3-12 Prior to issuance of occupancy permits, the City of Perris Building Division shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project area.</p>	<p>Prior to issuance of occupancy permits</p>	<p>Inspection to confirm signs have been installed</p>	<p>City of Perris Building Division</p>			
	<p>MM 3-13 Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Municipal Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.</p>	<p>Prior to issuance of occupancy permits</p>	<p>Inspection to confirm sign has been installed</p>	<p>City of Perris Building Division</p>			
	<p>MM 3-14 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.</p>	<p>Prior to issuance of building permits</p>	<p>Confirmation that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available</p>	<p>City of Perris Building Division</p>			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>MM 3-15 Prior to grading permit issuance, the City of Perris Planning Division and City of Perris Engineering Division shall review and approve a construction management plan. The construction management plan also shall include the following notes. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Perris staff to confirm compliance.</p> <p>During construction activity, all off-road construction equipment with more than 50 horsepower shall be California Air Resources Board (CARB) Tier 3 Compliant or better.</p> <p>If Tier 4 Final Compliant equipment can be reasonably acquired by the Project grading contractor, Tier 4 Final Compliant equipment shall be used in lieu of Tier 3 Compliant or Tier 4 Interim Compliant equipment. If Tier 4 Final Compliant equipment is not feasible to use during grading activity due to lack of local availability of such equipment, the Project Applicant or contractor(s) shall provide evidence to the City of Perris showing that the contractor(s) attempted to secure the use of Tier 4 Final Compliant equipment, but such equipment was not locally available (within a 50-mile radius). All Tier 3 Compliant and Tier 4 Interim Compliant equipment over 50 horsepower, if used, shall be fitted with Best Available Control Technology (BACT) devices, if technically feasible and if the BACT devices can be reasonably acquired by the Project grading contractor, to minimize air pollutant emissions.</p> <p>The contractor(s) shall keep a copy of each unit's certified tier specification and California Air Resources Board (CARB) on the Project Site in a location available to the City or City designee for inspection upon request. The City shall review and approve the list of equipment over 50 horsepower, their CARB tier levels, and list of BACT devices installed on Tier 3 Compliant and Tier 4 Interim Compliant equipment, prior to the mobilization of equipment to the site.</p>	Prior to issuance of grading permits	Confirmation that these requirements are included in Contractor Specifications and project construction documents	City of Perris Planning and Building Divisions			
	<p>MM 3-16 During construction activity, electrical hook ups to the power grid for electric construction tools, such as saws, drills and compressors, and using electric tools shall be provided where feasible.</p>	During construction	Confirmation that these requirements are included in Contractor Specifications and project construction documents	City of Perris Building Division			
Expose sensitive receptors to substantial pollutant concentrations.	<p>Applicable PVCCSP Mitigation Measures</p> <p>Refer to previously referenced mitigation measures MM Air 3, MM Air 9, MM Air 10, MM 3-15 and MM 3-16</p>						

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>MM Air 15 To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs [Transport Refrigeration Units] per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project</p>	Prior to grading and development	Confirmation that a Health Risk Assessment has been completed at the facility	City of Perris Planning and Building Divisions			
Biological Resources							
<p>Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	Applicable PVCCSP Mitigation Measures						
	<p>MM Bio 1 In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project area and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.</p>	<p>Mitigation measure required only between February 1 and August 31</p> <p>No more than 30 days prior to issuance of a grading permit</p>	<p>Pre-activity field survey report provided to City of Perris</p>	<p>City of Perris Planning Division</p>			
	<p>MM Bio 2 Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls would also be</p>	<p>Project-specific habitat assessments and focused surveys,</p>	<p>Habitat assessments, focused surveys, pre-construction</p>	<p>City of Perris Planning Division</p>			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.</p> <p>If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p> <p>If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the CDFW. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFW shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP would be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation would still be required following accepted protocols. Take of active nests would be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.</p>	<p>if required, will be prepared in conjunction with development applications as part of the CEQA process</p> <p>Pre-construction surveys to be conducted no more than 30 days prior to grading or construction activities</p>	<p>surveys to be provided to City of Perris Planning Division</p>				

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<p>Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p> <p>Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p>MM Bio 3 Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.</p>	Prior to issuance of grading permits	Confirmation that required permits have been obtained	City of Perris Planning Division			
	<p>MM Bio 4 Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.</p>	Prior to issuance of grading permits	Confirmation that DBESP has been prepared and approved	City of Perris Planning Division			
<p>The evaluation for bird species in riparian habitat was completed with preparation of the EIR.</p>							
<p>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Previously referenced mitigation measures MM Bio 2</p>						
	<p>Additional Project-Level Mitigation Measures</p> <p>Previously referenced mitigation measure MM 1-1</p>						
	<p>MM 4-1 Prior to the issuance of a grading permit for the PVSD Channel, the Project Applicant shall provide written evidence to the City of Perris that that the contractor specifications require installation of orange silt fencing to demarcate the limits of disturbance in the PVSD Channel, and that a qualified biological monitor has been retained to oversee installation of the orange silt fencing and all preliminary vegetation removal. Initial grading shall be monitored by a qualified biologist to ensure no encroachment beyond the limits of disturbance in the PVSD Channel would occur.</p>	<p>Prior to the issuance of grading permits</p> <p>Monitoring during construction</p>	<p>Applicant shall provide written evidence to the City of Perris that pre-construction measures have been taken</p> <p>Periodic field verification during construction</p>	City of Perris Planning Division			
	<p>MM 4-2 Prior to the issuance of grading permits, if grading and/or construction activities are scheduled to occur during the breeding season (February 1 to August 31), the Planning Department shall verify that the following requirements are shown on the grading and/or building permit plans:</p>	<p>Prior to the issuance of grading permits and /or construction activities from</p>	<p>Review of grading and/or building permits include require notes</p>	City of Perris Planning Division			

IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project
 Final Environmental Impact Report

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>A. No clearing, grubbing, grading, or other construction shall occur between February 1 to August 31, until the following requirements have been met to the satisfaction of the Planning Manager:</p> <p>i. A qualified Biologist shall survey Public/Quasi-Public (PQP) Conserved Lands (PVSD Channel) that would be subject to construction noise levels exceeding 65 dBA Leq for nesting birds. Preconstruction surveys shall be conducted by a qualified Biologist prior to grading activities.</p> <p>ii. No construction activities shall be initiated where construction activities would result in noise levels exceeding 65 dBA Leq within 300 feet of known burrowing owl and nesting bird territories. Noise levels shall be determined by an acoustician deemed qualified by the Planning Manager. OR</p> <p>iii. Under the direction of a qualified Acoustician, noise attenuation measures (such as sound walls, hay bales, or other measures designed to reduce effects from Project noise levels) shall be installed to ensure noise levels from construction activities shall not exceed 65 dBA Leq within 300 feet of known burrowing owl and nesting bird territories. Concurrent with construction and the noise attenuation measures, noise monitoring shall be conducted to ensure that noise levels do not exceed 65 dBA Leq.</p> <p>B. If preconstruction surveys demonstrate that burrowing owl and nesting birds are not present, the project Biologist shall submit a report with substantial evidence to the Planning Department that demonstrates noise attenuation measures are not necessary. The report shall describe the methodology and results of negative preconstruction survey.</p>	February 1 to August 31	<p>A. Periodic field verification during construction</p> <p>B. Pre-construction field survey report provided to City of Perris documenting that no nesting birds are present</p>				
Cultural Resources							
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	<p>Additional Project-Level Mitigation Measures</p> <p>MM 5-1 Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities within the Project area or within the off-site Project improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur within the Project area or within the off-site Project improvement areas until the archaeologist has been approved by the City.</p>	Prior to issuance of grading permits and during subsurface excavation	Confirmation of professional archaeologist retention/ongoing monitoring/submittal of Report of Findings	City of Perris Planning Division			

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	<p>The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.</p> <p>The project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.</p> <p>The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> • An agreement that artifacts will be reburied on-site and in an area of permanent protection; • Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist; • Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and • The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. <p>The project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City</p>						

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	<p>of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.</p> <p>In the event that archaeological resources are discovered within the Project area or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>If any Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p> <p>Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño tribal representative, determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the project.</p>						

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Disturb any human remains, including those interred outside of formal cemeteries.	<p>Additional Project-Level Mitigation Measures</p> <p>MM 5-2 In the event that human remains (or remains that may be human) are discovered within the Project area during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).</p>	During construction activities	Confirmation of coroner and NAHC contact and submittal of Report of Findings, if applicable	City of Perris Planning Division			
Energy							
Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Previously referenced mitigation measures MM Air 19 and MM Air 20</p>						
Conflict with or obstruct a state or local plan for							

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renewable energy or energy efficiency.							
Geology and Soils							
<p>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:</p> <p>ii) Strong seismic ground shaking.</p> <p>iii) Seismic-related ground failure, including liquefaction.</p> <p>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p> <p>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.</p>	<p>Applicable PVCCSP Mitigation Measure</p> <p>MM Geo 1 Concurrent with the City of Perris' review of implementing development projects, the Project proponent of the implementing development Project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over-excavated, backfilled, compaction) being used to implement the project's design.</p>				Mitigation measure completed with preparation of the Draft EIR.		
<p>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>Additional Project-Level Mitigation Measures</p> <p>MM 7-1 Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) to be present on-site during any project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within the off-site Project improvement areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and</p>	<p>Prior to issuance of grading permits</p> <p>Ongoing monitoring during subsurface excavation</p>	<p>Confirmation of professional paleontologist retention/ ongoing monitoring/ submittal of Report of Findings</p>	<p>City of Perris Planning Division</p>			

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	<p>vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.</p>						
Greenhouse Gas Emissions							
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<p>Applicable PVCCSP Mitigation Measures Previously referenced mitigation measures MM Air 11, MM Air 13, MM Air 14, MM Air 19, MM Air 20</p> <p>Additional Project-Level Mitigation Measures Previously referenced mitigation measures MMs 3-1 through MM 3-14.</p>						
Hazards and Hazardous Materials							
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.	Applicable PVCCSP Mitigation Measures						
	<p>MM Haz 2 Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.</p>	<p>Prior to the earliest of recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act</p>	<p>Confirmation of conveyance of avigation easement provided</p>	<p>City of Perris Planning Division</p>			
<p>MM Haz 3 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.</p>	<p>During plot plan/architectural plan review</p>	<p>Review and approval of site lighting plans</p>	<p>City of Perris Planning Division</p>				

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	<p>MM Haz 4 The following notice shall be provided to all potential purchasers and tenants:</p> <p>“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A).”</p>	Prior to certificate of occupancy for buildings and tenant improvements	Confirmation that purchasers and tenants have been provided the required notice	City of Perris Planning Division			
	<p>MM Haz 5 The following uses shall be prohibited:</p> <p>a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.</p>	During plot plan/architectural plan review	<p>Approved plan</p> <p>Confirmation that prohibited uses and actions are included in executed lease agreements</p>	City of Perris Planning Division			
	<p>MM Haz 6 A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Division in order to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there would be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction</p>	A minimum of 45-day prior to submittal of an application for a building permit	Evidence that FAA Form 7460-1 has been filed for construction equipment, if needed	City of Perris Development Services Department Planning Division			

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	unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division would work with FAA to resolve any adverse effects on aeronautical operations.						
	Applicable PVCCSP Mitigation Measures						
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.	During construction	Submittal of soil characterization information Evidence that remediation has been completed	City of Perris Building Division			
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Applicable PVCCSP Mitigation Measures Previously referenced mitigation measure MM Air 2.						
Hydrology and Water Quality							
	Applicable Standard Regulatory Requirements						
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	RR 10-1 Prior to grading plan approval and the issuance of a grading permit for the Rider 2 and Rider 4 developments and the PVSD Channel improvements, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.	Prior to approval of grading plan and issuance of grading permits	Evidence that a NOI has been filed with Regional Water Quality Control Board and grading plan approval	City of Perris City Engineer			
	RR 10-2 Prior to grading plan approval and the first issuance of a grading permit by the City for the Rider 2 and Rider 4 developments and the PVSD Channel improvements, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on- and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:	Prior to approval of grading plan and issuance of grading permits	Submittal of SWPPP and grading plan approval	City of Perris City Engineer			

Impact/Threshold	Applicable PVCCSP Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<ul style="list-style-type: none"> Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP. No materials of any kind shall be placed in drainage ways. Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas. All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences. The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance. Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary. <p>The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.</p> <p>In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.</p>						
	<p>RR 10-3 Prior to issuance of grading permits for the Rider 2 and Rider 4 developments and the PVSD Channel improvements, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:</p> <p>The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.</p>	Prior or issuance of grading permits	Inclusion of BMPs performance and documentation requirement in contractor specifications	City of Perris City Engineer			
	<p>RR 10-4 Prior to grading plan approval and issuance of a grading permit by the City for the Rider 2 and Rider 4 developments, the Project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control</p>	Prior to approval of grading plan and issuance of grading permits	Review approval of Final WQMP	City of Perris City Engineer			

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	predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.10-3. Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.						
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	MM 10-1 Prior to the issuance of a grading permit for structures located within the 100-year floodplain (as shown on the applicable FEMA Flood Insurance Rate Map [FIRM]), the Project Applicant shall provide evidence to the City of Perris that a Conditional Letter of Map Revision (CLOMR) has been issued by FEMA for the Project.	Prior to the issuance of grading permits for structures located within the 100-year floodplain	Submittal of CLOMR to the City of Perris	City of Perris Planning Division			
	MM 10-2 Prior to the inspection for occupancy for structures located within the 100-year floodplain (as shown on the applicable FEMA FIRM), the Project Applicant shall provide evidence to the City of Perris that a Final Letter of Map Revision (LOMR) has been issued by FEMA verifying that flood control measures have been completed and the proposed structures are permanently removed from the FEMA 100-year floodplain. The pad elevation shall be a minimum one-foot above the 100-year flood plain elevation as identified on the applicable FEMA FIRM.	Prior to the inspection for occupancy for structures located within the 100-year floodplain	Submittal of LOMR to the City of Perris	City of Perris Planning Division			
Noise							
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Applicable PVCCSP Mitigation Measures						
	MM Noise 1 During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site	During excavation and grading	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Building Division			
	MM Noise 2 During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.	Stockpile and staging area	Confirmation that these requirements are included in Contractor	City of Perris Building Division and Planning Division			

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		identified during development application/ plot plan approval process During construction approved stockpile and staging area used	Specifications Review and approval of grading plans with designated stockpile and staging areas Periodic inspection reports				
	MM Noise 3 No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Building Division and Planning Division			
	MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	During construction	Confirmation that this requirement is included in Contractor Specifications Periodic inspection reports	City of Perris Building Division and Planning Division			
Additional Project-Level Mitigation Measures							
	MM 12-1 Prior to the issuance of each grading permit, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that a minimum 100-foot buffer zone be provided to separate large construction equipment (e.g., dozers, graders, scrapers, etc.) from receiver locations R2 (Morgan Park) and R7 (residential property line at 475 E Rider Street).	Prior to issuance of grading permits	Review of contractor specifications	City of Perris Planning Division			
Transportation							
	Applicable PVCCSP Mitigation Measures						
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	MM Trans 3 Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by	Prior to issuance of a building permit	Confirmation that the applicant has paid the required fees	City of Perris Public Works Department			

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	the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.						
	MM Trans 4 Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.	Mitigation measure completed with preparation of the Draft EIR.					
	MM Trans 5 Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	Prior to issuance of occupancy permits	Bike racks installed per City standards	City of Perris Public Works Department			
	MM Trans 6 Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.	Mitigation measure completed during the development review process.					
	MM Trans 8 Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.	Development review process	Confirmation of credit agreement	City of Perris Planning Division and Public Works Department			
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Applicable PVCCSP Mitigation Measures Previously referenced MM Air 2						
	MM Trans 1 Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed	During construction	City acceptance of constructed roadways	City of Perris Public Works Department			
	MM Trans 2 Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.	During review of final grading, landscape and street	Review and approval of final grading, landscape, and street improvement plans	City of Perris Public Works Department			

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		improvement plans					
	<p>Project Design Features</p> <p>PDF 13-1 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall be improved consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval for the proposed Project and applicable City of Perris standards:</p> <ul style="list-style-type: none"> • Construct Redlands Avenue to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Morgan Street and Rider Street. • Construct Rider Street to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Redlands Avenue and the Project's eastern boundary. • Construct Morgan Street at the half-section width for a Local Street (60-foot right-of-way) between Redlands Avenue and the Project's eastern boundary. A cul-de-sac shall be constructed at the eastern end of Morgan Street. 	Prior to issuance of occupancy permits	Confirmation that the roadway improvements have been installed	City of Perris Public Works Department			
	<p>Site Access Improvements</p> <p>PDF 13-2 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site adjacent access improvements outlined below, consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The proposed Project shall improve these roadways as required by the final Conditions of Approval for the proposed Project and applicable City of Perris standards</p> <p>Redlands Avenue & Morgan Street. Install a stop control on the westbound approach and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> • Northbound Approach (Redlands Avenue): One left turn lane with a minimum of 100 feet of storage and one shared through-right turn lane. • Southbound Approach (Redlands Avenue): One left turn lane with a minimum of 100 feet of storage and one shared through-right turn lane. • Eastbound Approach (Morgan Street): One left turn lane with 100 feet of storage and one shared through-right turn lane. 	Prior to issuance of occupancy permits	Confirmation that the site access improvements have been made	City of Perris Public Works Department			

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	<ul style="list-style-type: none"> Westbound Approach (Morgan Street): One shared left-through-right turn lane. <p>There are two other full access driveways proposed along Morgan Street (Driveway A and Driveway B). Both Driveway A and Driveway B shall have a stop control on the driveway (minor approach) with free flow along Morgan Street. Each approach shall accommodate a single lane in each direction to facilitate site access.</p> <p>Redlands Avenue & Driveway 1. Install a stop control on the westbound approach and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> Northbound Approach (Redlands Avenue): One through lane and one shared through-right turn lane. Southbound Approach (Redlands Avenue): One through lane. Westbound Approach (Driveway 1): One right turn lane. <p>Redlands Avenue & Sinclair Street. Install a stop control on the eastbound and westbound approaches and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> Northbound Approach (Redlands Avenue): One through lane, and one shared through-right turn lane. Southbound Approach (Redlands Avenue): One left turn lane with a minimum of 100 feet of storage and one shared through-right turn lane. Eastbound Approach (Sinclair Street): One shared left-through-right turn lane. Westbound Approach (Sinclair Street): One right turn lane. <p>Redlands Avenue & Driveway 2. Install a stop control on the westbound approach and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> Northbound Approach (Redlands Avenue): One through lane and one shared through-right turn lane. Southbound Approach (Redlands Avenue): One left turn lane with a minimum of 100 feet of storage and one through lane. Westbound Approach (Driveway 2): One shared left-right turn lane. <p>Redlands Avenue & Driveway 3. Install a stop control on the westbound approach and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> Northbound Approach (Redlands Avenue): One through lane and one shared through-right turn lane. Southbound Approach (Redlands Avenue): One through lane. 						

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	<ul style="list-style-type: none"> Westbound Approach (Driveway 3): One right turn lane. Redlands Avenue & Rider Street. Install a traffic signal and construct the intersection with the following geometrics: Northbound Approach (Redlands Avenue): One left turn lane with a minimum of 100 feet of storage and one shared through-right turn lane. Southbound Approach (Redlands Avenue): One left turn lane with a minimum of 100 feet of storage and one shared through-right turn lane. Eastbound Approach (Rider Street): One left turn lane with a minimum of 100 feet of storage, one through lane, and one right turn lane. Westbound Approach (Rider Street): One left turn lane with a minimum of 100 feet of storage, one through lane, and one shared through-right turn lane. <p>Driveway 4/Wilson Avenue & Rider Street. Install a traffic signal and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> Northbound Approach: One shared left-through-right turn lane. Southbound Approach (Driveway 4): One shared left-through-right turn lane. Eastbound Approach (Rider Street): One left turn lane with a minimum of 100 feet of storage, one through lane, and one right turn lane. Westbound Approach (Rider Street): One left turn lane with a minimum of 100 feet of storage, one through lane, and one shared through-right turn lane. <p>On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project area. Sight distance at each Project access point shall be reviewed with respect to City of Perris and PVCCSP sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.</p>						
Result in inadequate emergency access.	<p>Applicable PVCCSP Mitigation Measures</p> <p>Previously referenced mitigation measure MM Air 2</p>						
Tribal Cultural Resources							
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural	<p>Additional Project-Level Mitigation Measures</p> <p>Previously referenced mitigation measures MM 5-1 and MM 5-2</p>						

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landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.							