

Chapter 2 Project Description

The purpose of this chapter is to describe the proposed Perris Airport Industrial Project (Proposed Project or Project) for the public, reviewing agencies, and decision-makers. According to Section 15124 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), a complete project description must contain the following information: (1) the precise location and boundaries of the Proposed Project, as shown on a detailed project site map and a regional map; (2) a statement of the objectives sought for the Proposed Project; (3) a description of the Proposed Project's technical, economic, and environmental characteristics; and (4) a statement of the intended uses of the Environmental Impact Report (EIR), including discretionary actions. This chapter also includes a list of agencies expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the Proposed Project.

2.1 Project Location

The Project Site is located in the southern part of the City of Perris, in Riverside County. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Subject Property: East Ellis Avenue adjoins the Project Site on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of Perris Valley Airport. Figure 2-1, Regional Location, shows the Project Site in a regional context and Figure 2-2, Project Site, shows the Project Site and surrounding streets.

The Project Site consists of undeveloped land with native vegetation (refer to Figure 2-3, Aerial Photography). The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net) acres in size, designated as Site 1 and Site 2. Site 1 encompasses Assessor's Parcel Numbers (APNs) 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034.

Site 1 and Site 2 are separated by the runway of the Perris Valley Airport and connected only at the northern edges. Site 1 is bordered by an apartment complex and an open field to the north, the runway of Perris Valley Airport to the east, the Perris Valley Airport parking lot and indoor skydiving facility to the south, and Goetz Road to the west. Refer to Draft EIR Subsection 3.3.2, Surrounding Land Uses and Zoning Designations, for a description of existing land uses that abut the Project Site.

Site 2 is bordered by a trucking school, a single-family house that appears to be used as a business, and a recycling facility to the north. To the east and south, Site 2 is bounded by open fields, and to the west, the runway of Perris Valley Airport.

2.2 Project Objectives

The fundamental purpose and goal of Perris Airport Logistics Center Project is to develop a high-quality industrial warehouse facility in the City of Perris, consistent with the existing City of Perris General Plan and zoning designations for the Project Site. In accordance with Section 15124(b) of the CEQA Guidelines, the following objectives have been established by the applicant for the Proposed Project and will aid decision-makers in their review of the Proposed Project and associated environmental impacts:

1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 land use plan, policies, and objectives.
3. Provide additional employment opportunities for area residents consistent with the Southern California Association of Governments' Connect SoCal 2024 plan, which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.
4. Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.
5. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.
6. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
7. Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.

2.3 Project Components

The General Plan is intended to facilitate development of the area in an orderly and consistent fashion, that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in the Land Use Element of the General Plan. The Land Use Plan delineates the locations and extent of each of the types of land uses envisioned in development over the 30-year period associated with the General Plan. General guidelines for the size and intensity of future development are set forth and are the basis for changes in development standards in the City's Zoning and Subdivision Ordinances. The aggregate floor area for all new buildings, the numbers of new housing units, and increases in population and employment accompanying new development are estimated for the 30-year General Plan period.

The General Plan designates the Project Site for Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2) uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of two industrial buildings and a trailer storage lot with a guard shack. As described in this section, the proposed industrial buildings are designed to comply with the standards and guidelines set forth in the General Plan including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure. The Proposed Project has also been designed to comply with applicable requirements of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan relative to uses within Compatibility Zone E as well as the Perris Valley Airport Land Use Compatibility Plan relative to uses within Compatibility Zones A through D.

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

- Tentative Parcel Map (TPM) No. 38412 to combine the existing seven parcel Project Site into two parcels. The existing APNs subject to the proposed changes are: 330-090-031, 330-090-033, 330-090-034, 330-090-036, 330-090-038, 330-090-040, 330-100-031.
- Development Plan Review (DPR) 22-00005 for the proposed industrial warehouse buildings.
- Conditional Use Permit (CUP) 23-05107 to allow for the proposed trailer storage lot.

2.4 Project Description

“Project,” as defined by the CEQA Guidelines, means:

. . . the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) . . . enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. Section 15378[a])

2.4.1 Project Description

The Property Owner/Developer proposes to combine the seven existing parcels into two via a TPM No. 38412 to construct two industrial warehouse/distribution buildings (Building 1 would be 795,109 square feet, and Building 2 would be 71,961 square feet) on Site 1 (Development Plan Review (DPR) 22-00005) and a trailer storage lot with a 100-square-foot guard shack on Site 2 (Conditional Use Permit (CUP) 23-05107) (refer to Figure 2-4, Site Plan).

2.4.1.1 Project Components (Site 1)

Building 1 would have an approximately 28,500-square-foot office area, approximately 766,409 square feet of warehouse area, and 200 square feet would be used as a fire water pump room. Building 1 would have a maximum height of 50 feet, 146 dock doors, three grade doors, and 290 trailer parking stalls. With regard to parking, Building 1 would provide approximately eight accessible stalls, 271 standard stalls, 18 electric vehicle (EV) stalls with chargers, and 53 EV stalls with the infrastructure for future chargers based on demand, for a total of 350 stalls. Passenger vehicle parking would be located at the northwest corner of the Project Site along Ellis Avenue and Goetz Road. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 1 would also provide 20 bicycle parking locations.

Building 2 would have an approximately 6,500-square-foot office area and the remaining 65,461 square feet would be warehouse area. Building 2 would have a maximum height of 45 feet and approximately 10 ground level doors to serve standard delivery trucks. Building 2 would provide approximately six accessible stalls, 107 standard stalls, six EV stalls with chargers, and an additional 19 EV stalls with the infrastructure for future chargers based on demand, for a total of 126 stalls. The truck court would be located at the rear of the building and be separated from automobile circulation. Building 2 would also provide five bicycle parking locations. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road.

Of the 59.82 net site acreage, the lot coverage would be 32.82 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.33 where 0.75 is allowed under Light Industrial and General Industrial uses. The landscaped area would cover 25.03 percent of the site, where a minimum of 15 percent is required. The truck court entries would be secured with an eight-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an eight-foot-high tube steel fence, painted black. Refer to Figures 2-5a, 2-5b, and 2-5c, Elevations, for elevations of the Project Site. Each building will have one fire water pump.

The Proposed Project buildings would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. Required indoor and outdoor employee amenities would also be provided.

Currently, there are no identified end users for the Proposed Project. Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since end users are unknown, the hours of operation and employee count may vary, but the Proposed Project buildings are assumed for planning purposes to operate 24 hours per day, 7 days per week. Office workers would likely have typical shifts of Monday through

Friday, 8:00 a.m. to 5:00 p.m., while warehouse staff could work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

2.4.1.2 Access, Circulation, and Parking (Site 1)

Driveway 1 along Goetz Road would have a right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue would have right-in/right-out access for trucks to the truck/trailer lot. A total of 477 auto spaces are provided for Site 1. Street improvements would be required along Goetz Road and Ellis Avenue, which would connect to the recent City-improved intersection at Goetz Road.

The following improvements are proposed to accommodate site access:

- Goetz Road & Ellis Avenue:
 - Project to construct dual westbound left turn lanes with a minimum of 100-feet of storage.
 - Project to construct two westbound through lanes and a shared through-right turn lane.
- Goetz Road & Driveway 1:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.
- Goetz Road & Driveway 2:
 - Project to install traffic signal. The private driveway should align with the existing alignment of Mountain Avenue to the west and will allow full-access turning movement (no access restrictions). This driveway will only serve truck for both Building 1 and Building 2.
 - Project to construct a westbound shared left-through-right turn lane.
- Goetz Road & Driveway 3:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 2 and should be restricted to right-in/right-out access for passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.
- Driveway 4 & Ellis Avenue:

- Project to install a stop control on the northbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for trucks only.
- Project to construct an eastbound shared through-right turn lane.
- Project to construct three westbound through lanes.
- Case Road & Ellis Avenue:
 - Project to construct an eastbound left turn lane and right turn lane.
 - Project to retain the existing eastbound through lane.

The Circulation Element of the City of Perris General Plan contains roadway standards for the City. Additionally, Policy VII.A of the Circulation Element advises that implementation of the Transportation System be done in a manner consistent with federal, state, and local environmental quality standards and regulations. The Proposed Project would comply with these policies and standards. Further, the Proposed Project has been designed to comply with Chapter 10, Vehicles and Traffic, and Chapter 12, Street and Sidewalks, of the City’s Municipal Code.

The Proposed Project also includes improvements to the following roadways: Goetz Road, Ellis Avenue, Driveway 1, Driveway 2, Driveway 3, Driveway 4, and Case Road, as required by the final Conditions of Approval for the Proposed Project and applicable City of Perris standards.

2.4.1.3 Truck Routes (Site 1)

According to the City of Perris Truck Route map, truck access from the Interstate 215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Directional signage would be provided on site to direct drivers accordingly. Trucks would exit the warehouse facility with a right (northerly) turn from either Driveway 2 along Goetz Road or with a right (easterly) turn from Driveway 4 along Ellis Avenue, then a right (southerly) turn onto Case Road to the interchange with Interstate 215. The Proposed Project has been designed to comply with Chapter 10.40, Truck Routes, of the City’s Municipal Code. Refer to Figure 2-6, Truck Routes, for the City’s updated truck routes effective August 26, 2022.

2.4.1.4 Landscaping, Walls/Fences, and Lighting (Site 1)

Landscaping would be provided along the entire perimeter of Site 1 to screen the proposed industrial buildings and beautify the surrounding area. On-site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. The City recently improved Goetz Road to the ultimate curb-to-curb width per the General Plan Circulation Element street designation of a 128-foot right-of-way arterial section. The Proposed Project would be required to improve the 17-foot-wide parkway section within the Proposed Project’s frontage with sidewalks and landscaping. Chapter 19.44.060, Landscape Standards, of the City’s Municipal Code establishes

standards for landscaping in Industrial Zones, of which the Proposed Project would be required to comply with.

2.4.1.5 Utilities (Site 1)

Chapter 19.02.100, Utilities, of the City’s Municipal Code requires that utility connections be coordinated with the development of the site. As such, the Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse buildings. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

Dry Utilities

Electrical energy to the City is accessed by transmission and distribution lines from substations owned by Southern California Edison. Natural gas is provided to the City by the Southern California Gas Company. Although the Proposed Project would require natural gas for building heating, the Proposed Project would comply with the most up to date Title 24 Building Energy Efficiency Standards. The City is served by various telecommunication companies. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

Domestic Water, Recycled Water, and Sewer

Beginning October 15, 2025, the Eastern Municipal Water District (EMWD) and the City of Perris have finalized the consolidation of the City’s water and sewer systems. The consolidation process began in February 2024 with approval of a Memorandum of Understanding by the Perris City Council and the EMWD Board of Directors. Throughout 2024, work by both agencies was performed to advance the process. Over the past few years, the city evaluated options to either transfer or continue operating the two systems. The City ultimately approached the EMWD about a system consolidation, and in September, it was approved by the Perris City Council and EMWD’s Board of Directors.

Therefore, the EMWD would provide water and sewer services to the Project Site. The EMWD has an existing sewer main line located within Case Road adjacent to Site 2 and existing water lines located at the intersection of Goetz Road and Mountain Avenue.

The Proposed Project would include construction of a private sewer line that would convey flows from the buildings on Site 1 to the EMWD’s existing sewer main within Case Road. The private sewer line would be constructed within existing utility easements that cross the Perris Valley Airport runway and through Site 2, where it connects to the existing EMWD sewer main in Case Road. The private sewer line would require a private lift station on Site 1 with a private four-inch

force main to Case Road, where the existing EMWD sewer would be upsized to accept the Proposed Project's sewer flows.

A 12-inch City of Perris domestic waterline exists within Goetz Road. The Proposed Project would include the construction of a separate EMWD domestic waterline within Goetz Road and Ellis Avenue. The new domestic water line would connect the existing 12-inch EMWD line at the intersection of Goetz Road and Mountain Avenue to an existing 12-inch EMWD waterline at the intersection of Ellis Avenue and Case Road.

The Project Site would be subject to the EMWD's recycled water requirements. As a result, the Proposed Project would be required to construct an eight-inch recycled waterline within the Proposed Project frontage along Goetz Road and Ellis Avenue. Recycled water would be used for the irrigation of public and private landscape areas associated with the Proposed Project.

Storm Water

The finished floor elevation for the Proposed Project's industrial buildings would be elevated above the FEMA's base flood elevation and the Proposed Project would require a Conditional Letter of Map Revision/Letter of Map Revision.

The existing storm drain facilities within Goetz Road intercept and treat any runoff trying to encroach on the Project Site. Mini gravel "basin" storm drain facilities would be constructed with Ellis Avenue roadway improvements along the northerly property line. Storm water on site would be captured through a series of catch basins and inlets located through the Project Site. Captured flows are then directed toward one of two proposed treatment areas. A portion of the site (DMA W1) would be treated by a proposed bioretention basin. The remainder of the on-site area (DMA W2) would be directed toward underground chambers that are sized to hold the water quality storm volume.

Green Building and Sustainability

Green building is the practice of designing, constructing and operating buildings to maximize occupant health and productivity, use fewer resources, reduce waste and negative environmental impacts, and decrease lifecycle costs. The Proposed Project would use applicable green building practices, including those of the most current Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11). The Building Energy Efficiency Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings. CALGreen is California's statewide "green" building code. Its purpose is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the

following categories: planning and design; energy efficiency; water efficiency and conservation; water conservation and resource efficiency; and environmental quality.

2.4.1.6 Project Components (Site 2)

Site 2 is proposed to provide truck/trailer storage. This area may provide additional parking for the operator(s) within Site 1 or it may be used by other owners/operators. The trailer storage lot would include one 100-square-foot guard house with two automobile parking stalls. The balance of Site 2 would include 291 trailer stalls and 20 tractor stalls. The eastern perimeter of the site visible from Ellis Avenue and Case Road would be screened with a landscaped berm and a painted concrete screen wall. The landscaped area provided on Site 2 would be 38.82 percent whereas only 15 percent is required. The western and southern perimeter of Site 2 would be secured with an eight-foot-high tube steel fence, painted black.

2.4.1.7 Access, Circulation, and Parking (Site 2)

Site 2 includes 291 trailer parking stalls and 20 tractor stalls as well as two automobile stalls for guard shack usage. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Street improvements along Ellis Avenue as part of the Proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with the approved IDI North Project. As previously indicated, the Proposed Project also includes improvements to the following roadways: Goetz Road, Ellis Avenue, Driveway 1, Driveway 2, Driveway 3, Driveway 4, and Case Road, as required by the final Conditions of Approval for the Proposed Project and applicable City of Perris standards.

2.4.1.8 Truck Routes (Site 2)

According to the City of Perris Truck Route map, truck access from Interstate 215 to Site 2 would be from the Case Road interchange north to the driveway along Case Road. Directional signage would be provided on-site to direct drivers accordingly. Trucks would exit the trailer yard with a right (southerly) turn onto Case Road to the interchange with Interstate 215. Trucks could also access Site 2 from local locations to the north of Site 2.

2.4.1.9 Landscaping, Walls/Fences, and Lighting (Site 2)

A 14-foot-high concrete painted screen wall would be provided on the northern edge of the trailer yard visible from Ellis Avenue. An eight-foot-high tube steel fence, painted black, would be provided along the westerly and southerly interior property lines shared with Perris Valley Airport. On-site lighting would also be provided throughout the Project Site as required for security and wayfinding. The Proposed Project would improve the landscape setback along Site 2's Case Road frontage with a four-foot-high vinyl split rail fence, a 14-foot-wide Class I shared use path, a 15-

foot-wide landscaped slope, a 14-foot-wide and six-foot-high earthen berm abutting a 14-foot-high concrete painted screen wall.

2.4.1.10 Utilities (Site 2)

The Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed guard shack. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines.

Dry Utilities

Refer to Site 1, Dry Utilities section, above.

Domestic Water, Recycled Water and Sewer

Refer to Site 1, Domestic Water, Recycled Water, and Sewer section, above.

Additionally, the stretch of the sewer line traversing Site 2 would provide a private sewer connection for the proposed guard shack.

Storm Water

All on-site flows generated on Site 2 would be collected by a proposed bioretention basin which would treat the runoff for water quality level storm events and discharge high level storm events, with the help of a lift station, at the existing rate toward the future storm drain channel along Case Road.

Green Building and Sustainability

Refer to Site 1, Green Building and Sustainability section, above.

2.5 Project Construction and Site Preparation

Project Site construction would involve grading and earthwork within the site boundaries to accommodate the proposed structures, infrastructure, appurtenances, and associated parking areas. Construction of off-site infrastructure such as storm drain facilities are also anticipated.

Prior to grading operations, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in accordance with the requirements of the statewide general National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for stormwater discharge from construction sites. The SWPPP will include Project-specific best management practices (BMPs) to reduce erosion and sedimentation and is subject to review and comment by the City Public Works Department. BMPs may include, but not be limited to, soil stabilization controls, perimeter silt fences, placement of hay bales, and use of sediment basins. All erosion and

sediment controls will be in accordance with the currently adopted state general permit. The developer and construction contractor would be responsible for implementing the BMPs in accordance with the SWPPP.

Project construction would occur in two phases. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

Phasing would occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, would be installed by the developer. For the purposes of evaluation in this Draft EIR, Project construction is assumed to begin in summer 2025 and be completed in spring 2026. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

As further discussed in Section 4.11, Noise, of this Draft EIR, the City of Perris Municipal Code, Section 7.34.060, allows construction activities during daytime hours between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except legal holidays. Construction equipment is expected to operate at the Project Site 8 hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m., and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside the hours permitted by the Municipal Code, the Property Owner/Developer would be required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 2:00 a.m. and 8:00 a.m.

2.6 Project Operational Characteristics

In accordance with CEQA, the Draft EIR makes reasonable assumptions for operating characteristics based on the expected use of the proposed buildings. The Project Applicant anticipates that a high-cube warehouse distribution operator or warehousing operation would occupy the buildings. For the purposes of evaluation in this Draft EIR, the Proposed Project is assumed to be operational 24 hours per day, 7 days per week, with exterior loading and parking areas illuminated at night. The buildings have been designed such that business operations would be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of truck trailers at designated areas.

As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day.

For the purposes of this EIR, the storage yard on Site 2 has been evaluated assuming it is an independent use in an effort to evaluate the most conservative trip generation and associated emissions and noise levels for the Project (for Site 2).

Pursuant to state law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

Compliance with state law is mandatory and inspections of on-road diesel trucks subject to applicable state laws are conducted by the California Air Resources Board. During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project Site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the Proposed Project is anticipated to generate 2,728 two-way trips per day with 195 AM peak hour trips and 227 PM peak hour trips (actual vehicles).

2.7 Required Permits and Actions

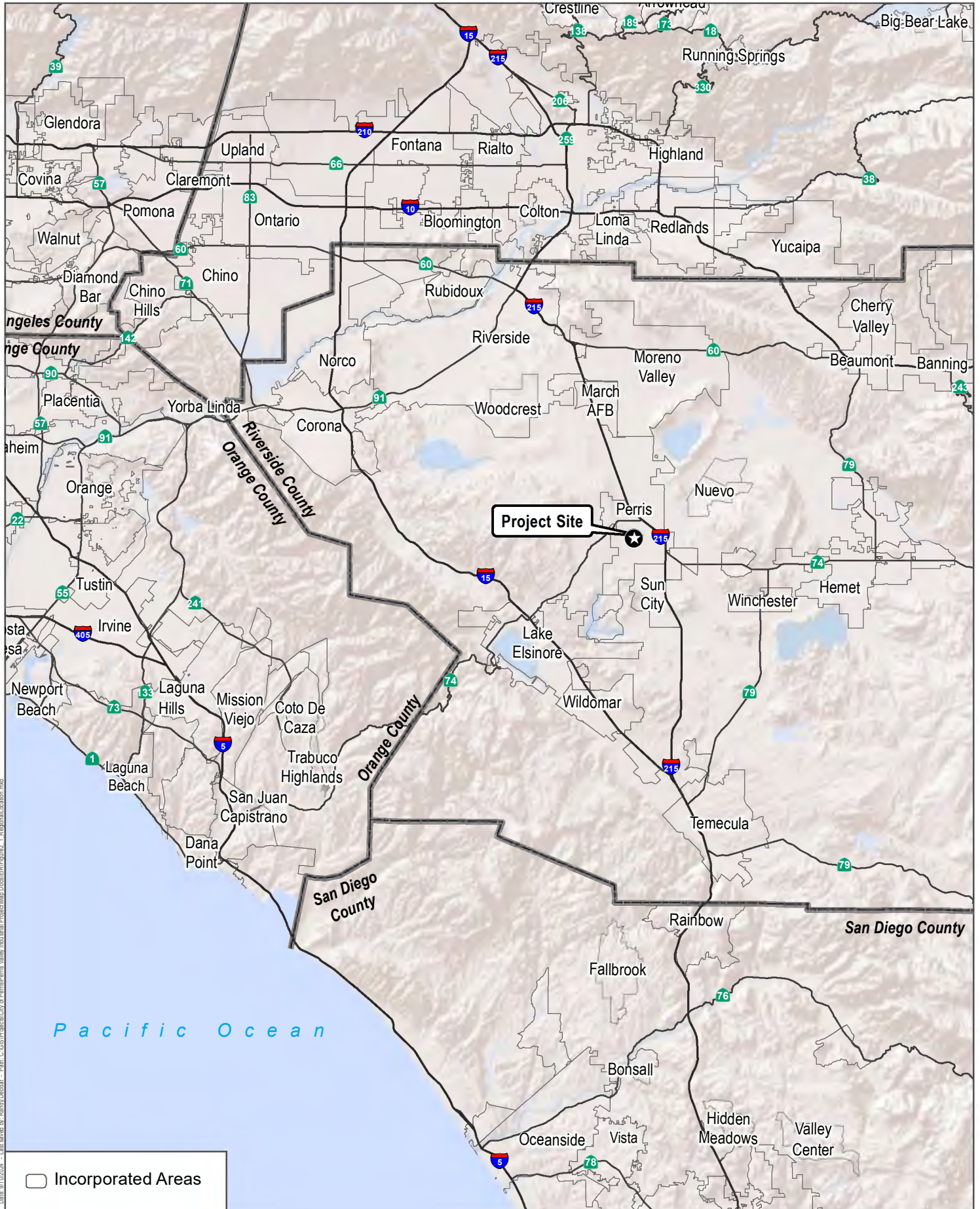
As the lead agency for the Proposed Project, the City of Perris has primary approval responsibility for the Proposed Project, pursuant to CEQA Guidelines Section 15050. The City's Planning Commission is the decision-making authority for the Project Applicant's requested discretionary applications. The Planning Commission will make a decision regarding if the Final EIR should be certified and if to approve, approve with changes, or deny the Proposed Project. The Planning Commission decision may be appealed to the City Council. In the event of approval of the Proposed Project and certification of the Final EIR, the City would subsequently conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

This Draft EIR is a Project EIR, as defined under CEQA Guidelines Section 15161, that examines the environmental impacts of the Proposed Project. This Draft EIR also addresses various actions by the City and others to adopt and implement the Proposed Project. It is the intent of this Draft EIR to evaluate the environmental impacts of the Proposed Project, thereby enabling the City of Perris, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this Proposed Project are listed in Table 2-1, Anticipated Discretionary Actions/Approvals.

Table 2-1. Anticipated Discretionary Actions/Approvals

Public Agency	Action
Discretionary Approvals	
City of Perris	Certify the Environmental Impact Report and adopt Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
	Tentative Parcel Map (TPM) No. 38412
	Development Plan Review (DPR) 22-00005 for the two proposed warehouses (Building 1: 795,109 square feet and Building 2: 71,961 square feet)
	Conditional Use Permit (CUP) 23-05107 for the proposed trailer storage lot
Non-discretionary Approvals	
City of Perris	Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval
	Review all on-site and off-site plans, including grading and on-site and off-site utilities
	Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows
Approvals and Permits by Other Agencies	
Santa Ana Regional Water Quality Control Board	A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened
Riverside County Airport Land Use Commission	Advisory review for a determination of consistency with the Perris Valley Airport Land Use Compatibility Plan (ALUCP)
Federal Aviation Administration	Issuance of a determination that the Proposed Project would not be a hazard to air navigation
South Coast Air Quality Management District	Issue necessary air quality permits to construct and permits to install and operate new stationary sources of equipment that emit or control air contaminants
Regional Conservation Agency	Joint Project Review
Federal Emergency Management Agency	Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR)
Eastern Municipal Water District	Approval of Water Supply Assessment and water and sewer improvement plans

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Source: ESRI 2021.

Figure 2-1

Regional Location

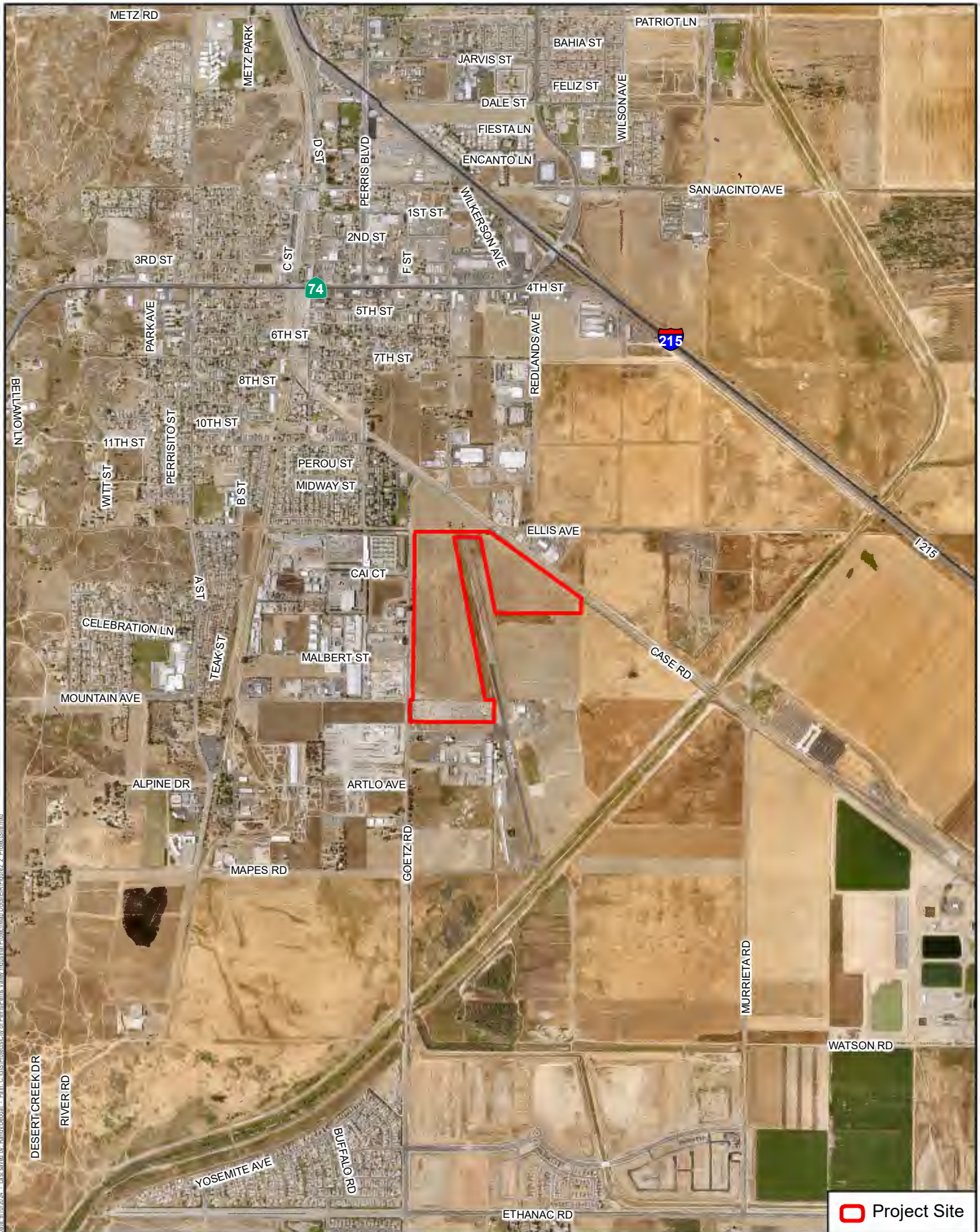
Perris Airport Logistics Center Project



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Date: 9/10/2024 - 11:41 saved by: Randy Douda - Path: C:\GIS\Projects\City of Perris\Map_Documents\Project\Map_Documents\ER\Figure 2 - Project Site.mxd

Source: County of Riverside Imagery 2020.

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CAI CT


GOETZ RD

ELLIS AVE

CASE RD

REDLANDS AVE

PASEO ADELANTO

 Project Site

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Source: County of Riverside 2023; County of Riverside Imagery 2020.



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Feet

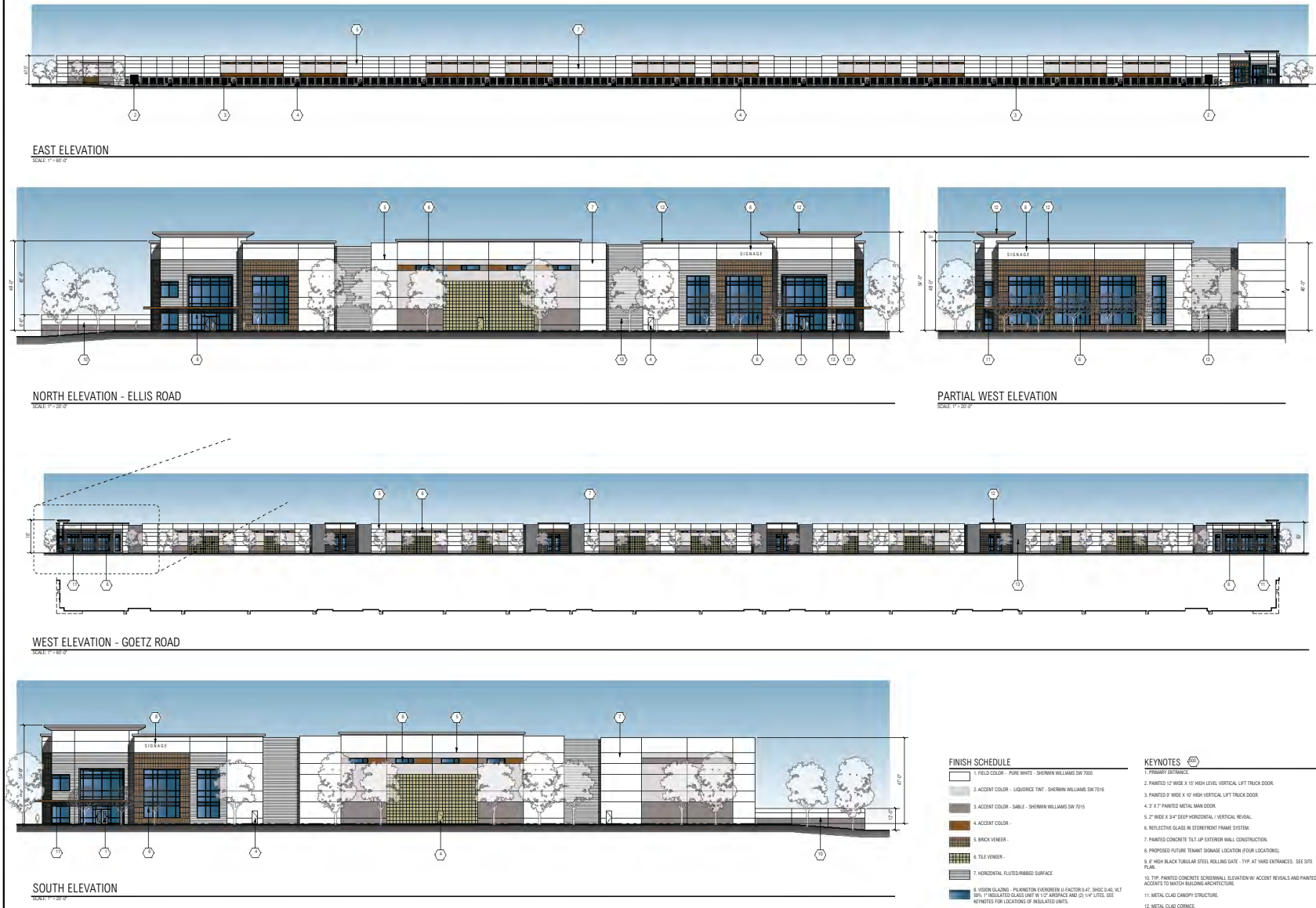
Figure 2-3

Aerial Photography

Perris Airport Logistics Center Project

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Source: RGA, Office of Architectural Design, Inc. 2022.

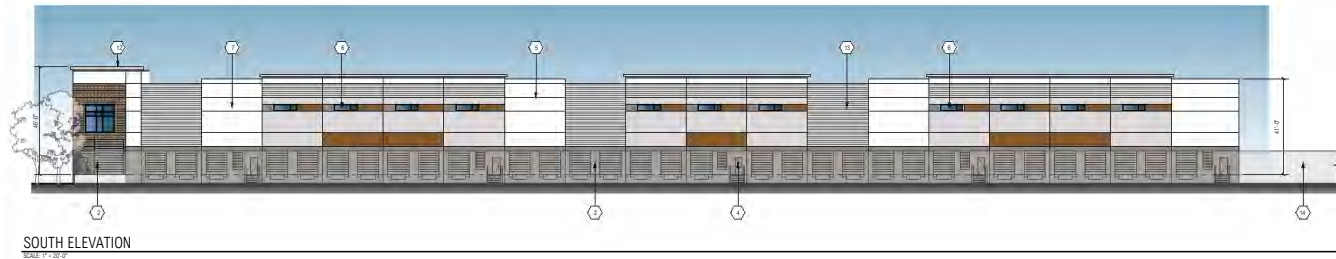


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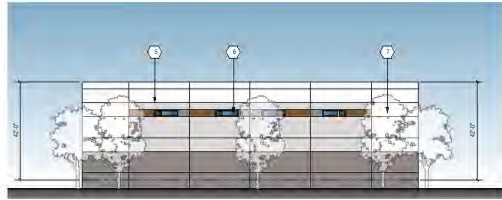
Figure 2-5a
Elevations

Perris Airport Logistics Center Project

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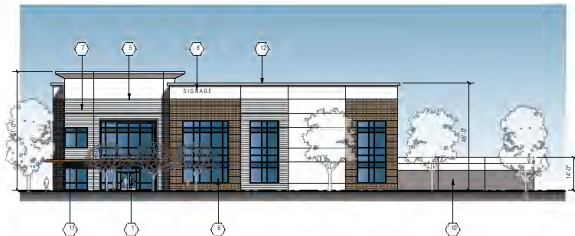
SOUTH ELEVATION
SCALE 1/8"=1'-0"



EAST ELEVATION
SCALE 1/8"=1'-0"



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



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

FINISH SCHEDULE

- 1. FIELDS COLOR - PURE WHITE - SHERWIN WILLIAMS SW 7005
- 2. ACCENT COLOR - LUDWIGS FINE - SHERWIN WILLIAMS SW 7016
- 3. ACCENT COLOR - SABLE - SHERWIN WILLIAMS SW 7015
- 4. ACCENT COLOR
- 5. BRICK VENEER
- 6. TILE VENEER
- 7. HORIZONTAL FLUTED/RIBBED SURFACE
- 8. VISION GLAZING - PLYMINGTON EVERGREEN II FACTOR 0.47, SHGC 0.45, VLT 50%, 1" INSULATED GLASS UNIT W/ 1/2" AIRSPACE AND (2) 1/4" LITES. SEE KEYNOTES FOR LOCATION OF INSULATED UNIT.

KEYNOTES

- 1. PRIMARY ENTRANCE
- 2. PAINTED 12" WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR
- 3. PAINTED 12" WIDE X 10' HIGH HORIZONTAL LIFT TRUCK DOOR
- 4. 8' X 7' PAINTED METAL MAN DOOR
- 5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL
- 6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM
- 7. PAINTED CONCRETE TILT UP EXTERIOR WALL CONSTRUCTION
- 8. PROPOSED FUTURE TOWAY STORAGE LOCATION (POUR LOCATIONS)
- 9. 8" HIGH BLACK TUBULAR STEEL ROLLING GATE - 100' AT 100' SPACINGS. SEE SITE PLAN.
- 10. 10" HP PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE
- 11. METAL CLAD CANOPY STRUCTURE
- 12. METAL CLAD CORNER
- 13. BRIBED CONCRETE SURFACE
- 14. SCREENWALL ALONG PROPERTY LINE

Source: RGA, Office of Architectural Design, Inc. 2022.

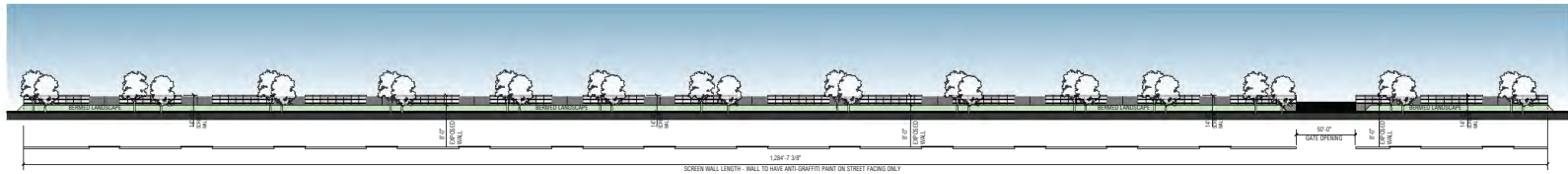
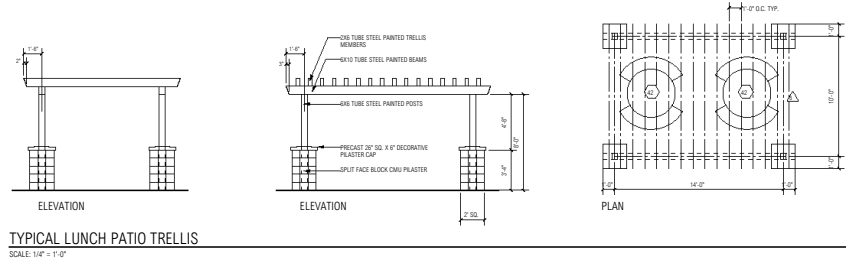


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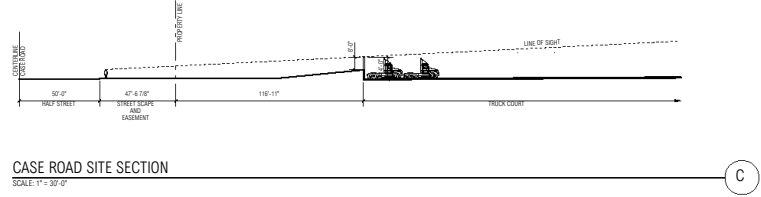
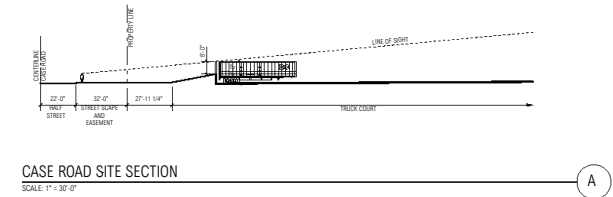
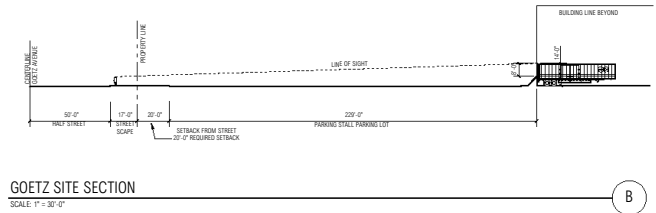
Figure 2-5b
Elevations

Perris Airport Logistics Center Project

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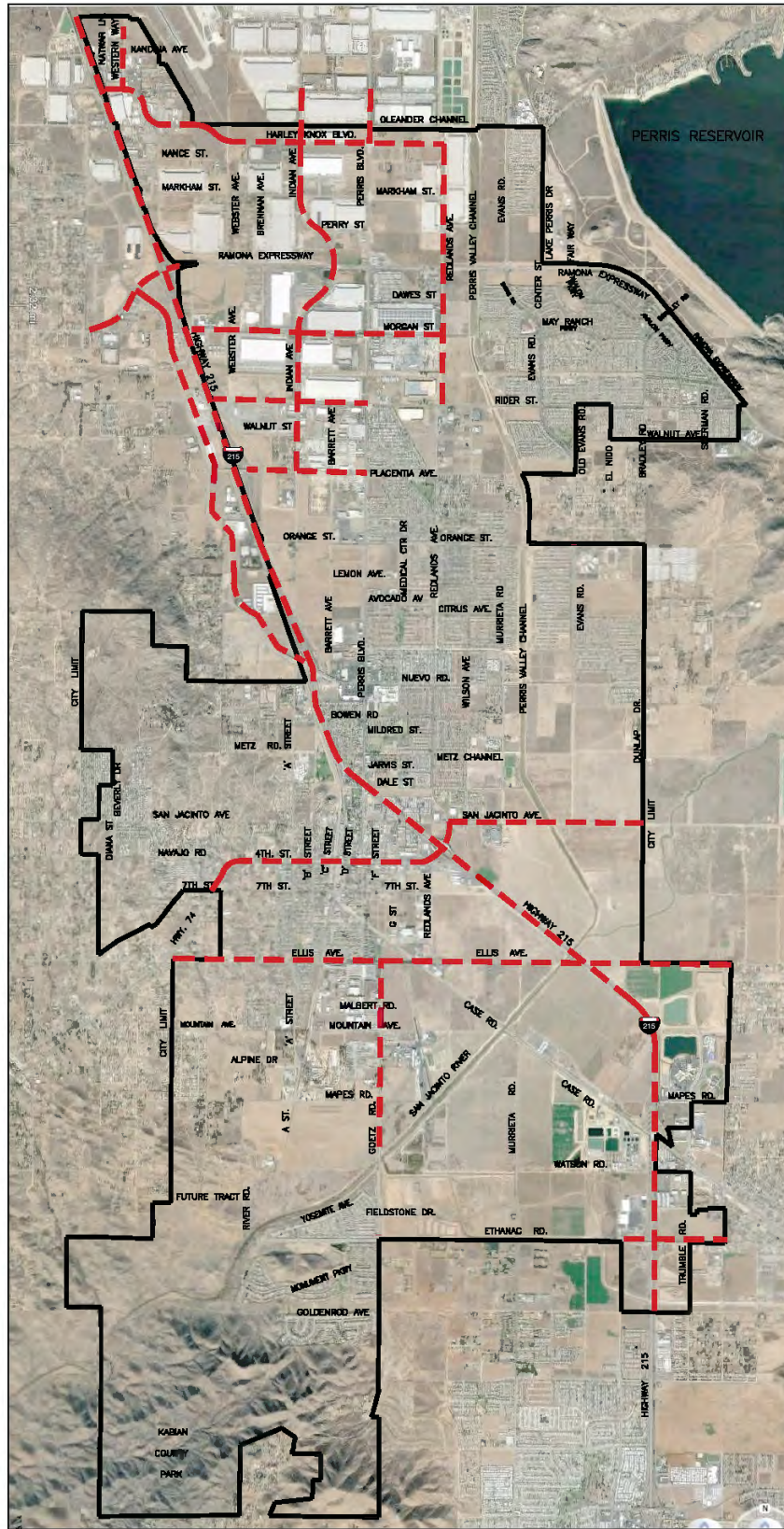


SCREEN WALL ELEVATION ON CASE ROAD
SCALE: 1" = 40'-0"



Source: RGA, Office of Architectural Design, Inc. 2022.

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LEGEND:
 - - - - - TRUCK ROUTES
 _____ PERRIS CITY LIMITS

Source: City of Perris 2022.

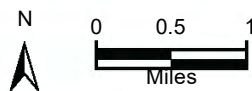


Figure 2-6
 Truck Routes

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