



**NOTICE OF AVAILABILITY
IDI RIDER 2 & 4 HIGH CUBE WAREHOUSES AND
PVSD CHANNEL IMPROVEMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH NO. 2019100297**

September 30, 2020

Project Title: IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project (DPR Case No. 19-00004, and TPM Case Nos. 19-05058, and 19-05096) – Draft Environmental Impact Report (EIR) (Case No. 19-05180)

Lead Agency: City of Perris
135 North “D” Street
Perris, CA 92570
Contact: (951) 943-5003, Mary Blais, Contract Planner

Project Location - City: Perris

Project Location - County: Riverside

Project Location - Specific: The proposed IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project (Project) is located in the northern portion of the City on approximately 99 acres in the Perris Valley Commerce Center (PVCC). The Project area is generally located north of Rider Street, east of Redlands Avenue, south of Morgan Street, and west of the Perris Valley Storm Drain (PVSD) Channel. The Project acreage has several components including the Rider 2 Warehouse site located south of the Colorado River Aqueduct (CRA) (owned by Metropolitan Water District [MWD]), north of Rider Street, east of Redlands Avenue, and west of the PVSD Channel (APN: 303-170-004, -005, -011, -014 and -022); the Rider 4 Warehouse site located south of Morgan Street, north of the CRA, east of Redlands Avenue, and west of the PVSD Channel (APN: 303-160-002, -003, -007 and -009); and the PVSD Channel Improvement area which extends from an area approximately 100 feet north of Morgan Street to an area approximately 200 feet south of Rider Street and includes the existing Rider Street bridge.

Description of the Project: The proposed Project includes construction of two high cube warehouse buildings on approximately 65 acres: Rider 2 warehouse at 804,759 square feet and Rider 4 warehouse at 547,977 square feet; each building would include warehouse space and up to 10,000 square feet of office space. Both proposed warehouse buildings would have a maximum building height of 44 feet 10 inches. The proposed warehouse buildings have been designed to comply with the development standards set forth in the PVCC Specific Plan for Light Industrial uses. The Rider 2 building includes 126 dock doors divided between the north and south sides to accommodate cross-dock operations, 268 automobile parking stalls, 9 American Disabilities Act-compliant (ADA) parking stalls, 30 clean air vehicle parking stalls, and 196 truck trailer parking stalls. Rider 4 includes 117 dock doors divided between the east and west sides to accommodate cross-dock operations, 190 automobile parking stalls, 6 American Disabilities Act-compliant (ADA) parking stalls, 11 clean air vehicle parking stalls, and 121 truck trailer parking stalls. The Project’s proposed warehouse buildings would be constructed in compliance with California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code (CALGreen Code).

Other aspects of the Project include an approximately 90-foot wide greenbelt along the Sinclair Street alignment, north of and outside the MWD right-of-way, that would connect to the regional trail to be constructed as part of the Project on the west side of the PVSD Channel. The Project’s proposed improvements to the PVSD Channel would include deepening and the widening of the PVSD Channel to 550-foot wide. The PVSD Channel’s right-of-way would extend to 580 feet wide and 15-foot wide access roads on each side of the channel. The excavated soils from the PVSD Channel would be placed on the Rider 2 and Rider 4 sites to elevate the sites above the 100-year flood plain. The soils would be moved to the building sites using scrapers, eliminating the need for heavy trucks to haul the soil. The proposed Rider Street bridge would be a 5-span continuous slab structure, 260 feet long and 78 feet 6 inches wide. There would be four piers in the channel and two abutments at the banks. The abutments and pier columns would be supported by six 30-inch diameter cast-in-drilled-hole concrete piles; no pile driving would be required to construct the bridge.

Truck traffic generated by the Project would be required to use the City’s existing truck routes which exist to the west on

Morgan St. and to the north on Redlands Blvd. At the time the EIR was prepared, the planned I-215/Placentia Avenue interchange was under construction so all truck traffic would have to travel north to Harley Knox Blvd. to access I-215. Following the completion of the I-215/Placentia Avenue interchange, truck drivers would have the option to access I-215 from Placentia Avenue. Roads in the Project area will be constructed to full City standards including Redlands Avenue, Rider Street and Morgan Street which would be newly constructed east of Redlands Avenue.

It is estimated that construction of the Project and PVSD Channel improvements would occur over an approximate 14-month period. If the Rider Street bridge is constructed in one stage, it would occur during this same construction period, while construction of the Rider Street bridge in two stages would extend the overall construction period by 5 months.

The Project involves the following discretionary actions by the City: (1) Development Plan Review (DPR) 19-00004 to allow the construction and operation of two Class A high cube, non-refrigerated warehouse buildings (Rider 2 and Rider 4); and (2) Tentative Parcel Map (TPM) 37437 (Case No. 19-05058) and TPM 37438 (Case No. 19-05096) to allow for parcel consolidation and vacation of some existing street rights of way that will no longer be needed or to provide necessary realignment. The Project also involves the implementation of improvements to the PVSD Channel, including replacement of the existing Rider Street bridge over the PVSD Channel.

Significant Effects Discussed in the Draft EIR: The Draft EIR addresses the potential impacts associated with aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. The Project would have no impact or a less than significant impacts for mineral resources, population and housing, public services, recreation, and wildfire. For the remaining environmental topics, potential impacts would be less than significant with incorporation of PVCC Specific Plan Standards and Guidelines and PVCC Specific Plan EIR mitigation measures, and implementation of Project-specific mitigation (for potentially significant Project impacts), with the exception of the following: air quality (cumulatively considerable net increase of a criteria pollutant); cumulative GHG emissions; and noise (Project and cumulative off-site traffic noise). These impacts would be significant and unavoidable and would require adoption of a Statement of Overriding Considerations should the City choose to approve the Project.

Where the Draft EIR is Available: The Draft EIR and documents incorporated by reference are available on the City's website at the following locations:

Draft EIR and Technical Appendices

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

City of Perris General Plan and EIR

<https://www.cityofperris.org/departments/development-services/general-plan>

Perris Valley Commerce Center Specific Plan and EIR

<https://www.cityofperris.org/departments/development-services/specific-plans>

In-person review of the Draft EIR is available at the following address by appointment only in accordance with the operating parameters of the City of Perris, the City Hall facility, and the Planning Division, in response to COVID-19:

City of Perris
Planning Division
135 North "D" Street
Perris, California 92570

Appointments may be made by calling 951-943-5003 or emailing: dsplanning@cityofperris.org

Public Review Period: The Draft EIR is being circulated for a minimum **45-day review period**, which will commence on **September 30, 2020** and conclude on **November 16, 2020**. Due to the time limits mandated by State Law, your comments must be received at the earliest date, but not later than **November 16, 2020**. Please send your comments to Mary Blais at the following address, or email your comments to mblais@cityofperris.org.

Mary Blais, Contract Planner
City of Perris Planning Division
135 N. "D" Street
Perris, CA 92570

Ms. Blais may be reached via email, mblais@cityofperris.org, or by phone at (951) 943-5003 ext. 252.

Public Hearing: Written and oral comments regarding the Draft EIR may also be submitted at a public hearing that will be held before the City of Perris Planning Commission. The date, time, place, and format of future public hearings will be appropriately notified per City and CEQA requirements. Notices advertising public hearing dates will be provided separately. Please contact Mary Blais, per the contact information above, if you are not currently on the Project distribution list and wish to be notified of future hearing dates.

Hazardous Materials Statement: The Project site is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5.