

From: [MaryLou Matienzo](#)
To: [Mathew Evans](#)
Cc: [Maria Matienzo](#)
Subject: Duke-Patterson Avenue at Nance Industrial Project Draft Environmental Impact Report
Date: Wednesday, January 26, 2022 9:11:33 AM

Dear Mr. Evans,

I received the notification from you regarding above subject matter.

As former owner of subject property, I am in total support to make this project happen for Duke Realty. I have no environmental impact concerns as this subject property is located adjacent to the existing massive industrial warehouses of Optimus Logistic I & Optimus Logistic. It does not have an environmental issue and conforms to the current General Industrial Zoning.

Thank you for your consideration,

Maria L. Matienzo Trust, former owner of subject property



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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February 16, 2022

Mr. Mathew Evans, Project Planner
City of Perris, Planning Division
135 North "D" Street
Perris, California 92570
Phone: (951) 943-5003
E-mail: mevans@cityofperris.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Duke Warehouse at Patterson Avenue and Nance Street Project [SCAG NO. IGR10559]

Dear Mr. Evans,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Duke Warehouse at Patterson Avenue and Nance Street Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.¹

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Duke Warehouse at Patterson Avenue and Nance Street Project in Riverside County. The proposed project includes the construction of a 769,668 square foot (SF) high-cube, non-refrigerated warehouse distribution building (including 18,000 SF of supporting office space), 374 parking spaces, 141 trailer parking spaces, and water and sewer improvements installed on Patterson Avenue, Nevada Avenue, and Nance Street on a 35.7-acre site.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Intergovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you.

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
DUKE WAREHOUSE AT PATTERSON AVENUE AND NANCE STREET PROJECT [SCAG NO. IGR10559]**

CONSISTENCY WITH CONNECT SOCIAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency with Connect SoCal.

CONNECT SOCIAL GOALS

The SCAG Regional Council fully adopted [Connect SoCal](#) in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCIAL GOALS	
Goal #1:	<i>Encourage regional economic prosperity and global competitiveness</i>
Goal #2:	<i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>
Goal #3:	<i>Enhance the preservation, security, and resilience of the regional transportation system</i>
Goal #4:	<i>Increase person and goods movement and travel choices within the transportation system</i>
Goal #5:	<i>Reduce greenhouse gas emissions and improve air quality</i>
Goal #6:	<i>Support healthy and equitable communities</i>
Goal #7:	<i>Adapt to a changing climate and support an integrated regional development pattern and transportation network</i>
Goal #8:	<i>Leverage new transportation technologies and data-driven solutions that result in more efficient travel</i>
Goal #9:	<i>Encourage development of diverse housing types in areas that are supported by multiple transportation options</i>
Goal #10:	<i>Promote conservation of natural and agricultural lands and restoration of habitats</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCIAL GOALS	
Goal	Analysis
Goal #1: <i>Encourage regional economic prosperity and global competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
Goal #2: <i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the [Connect SoCal webpage](#). Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

The 2020 Connect SoCal also identifies a goods movement system in the SCAG region and develops strategies to address expected growth trends and demands in goods movement. For further information on the goods movement strategies, please see the [2020 Connect SoCal Goods Movement Technical Report](#).

For further information on industrial development and warehousing in Southern California, please see [Industrial Warehousing in the SCAG Region](#).

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG’s 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific

plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California’s GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal’s Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the [Connect SoCal Demographics and Growth Forecast Technical Report](#). The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of Perris Forecasts			
	Year 2020	Year 2030	Year 2035	Year 2045	Year 2020	Year 2030	Year 2035	Year 2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	83,088	101,117	108,931	121,038
Households	6,333,458	6,902,821	7,170,110	7,633,451	21,431	27,458	30,007	33,798
Employment	8,695,427	9,303,627	9,566,384	10,048,822	19,013	23,267	24,797	26,411

MITIGATION MEASURES

SCAG staff recommends that you review the [Final Program Environmental Impact Report](#) (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG’s Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the [PEIR webpage](#) and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

From: [Lestina, Deanna](#)
To: [Mathew Evans](#)
Cc: [Cunningham, Kevin](#)
Subject: NOP of Draft EIR for Duke Warehouse
Date: Thursday, February 17, 2022 3:20:01 PM
Attachments: [image001.png](#)

Dear Mr. Evans,

This email is written in response to the Notice of Preparation (NOP) of Draft Environmental Impact Report (EIR) for the Duke Warehouse Project. The proposed development would be bounded by Harley Knox Boulevard on the north, Patterson Avenue on the west, and Nevada Avenue on the East, County of Riverside. The Riverside County Flood Control and Water Conservation District's (District) has reviewed the NOP and has the following comments:

1. The proposed project is located within the District's Perris Valley Master Drainage Plan (MDP) boundaries. When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the MDP boundary of the most serious flooding problems and will provide adequate drainage outlets. The DEIR should address impacts to MDP facilities within the proposed project area. The MDP maps can be viewed online at www.rcflood.org. To obtain further information on the MDP and the proposed facilities, please contact Kyle Gallup of the District's Planning Section at 951.955.1345.
2. Please be advised of the existing Perris Valley Channel Lateral B, Stage 3 storm drain located in Harley Knox Boulevard. Based on the information provided in the NOP, it appears that on site drainage facilities may need to connect to this storm drain. Any connection to District facilities or work in District rights-of-way or easement will require an encroachment permit from the District. To obtain further information regarding the Encroachment Permit process please contact Devraj Oza of the District's Planning Plan Check Section at 951.955.1266. If an Encroachment Permit from the District will be required, please list the District as a Responsible Agency in the EIR as this will help to streamline the Encroachment Permit process.
3. Please note that if the project proposes storm drains 36 inches or larger in diameter the District would consider accepting ownership of such facilities. Facilities 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. To obtain further information regarding the design requirements for the District to accept developer-built facilities, please contact Albert Martinez of the District's Plan Check Section at 951.955.8885.

Thank you for the opportunity to review the NOP. For our record keeping purposes, we request that you acknowledge receipt of this email. If you have any questions concerning this email, I may be contacted at 951.955.3134 or Kevin Cunningham at 951.955.1526.

Deanna Lestina | ERS II
Assistant Flood Control Planner



D: (951)955-3134
Riverside County Flood Control &
Water Conservation District
Office Hours: Tu-Fr, 6:00A-4:30P

Confidentiality Disclaimer

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[County of Riverside California](#)



02/17/2022

VIA EMAIL ONLY

Mathew Evans, Project Planner
City of Perris Development Services Department
135 North "D" Street
Perris, CA 92570
Email: mevans@cityofperris.org

RE: NOP Comments for Duke Warehouse at Patterson Avenue and Nance Street Project

Dear Mr. Evans,

On behalf of Californians Allied for a Responsible Economy ("CARE CA") thank you for the opportunity to provide comments on the Notice of Preparation ("NOP") for environmental review of the Duke Warehouse at Patterson Avenue and Nance Street Project (the "Project").

The proposed Project consists of a 769,668-square foot building with 751,668 square feet for high-cube, non-refrigerated warehouse distribution uses and approximately 18,000 square feet of supporting office space. The Project requires approval for Development Plan Review, Specific Plan Amendment, and Tentative Parcel Map.

The NOP identifies the Project's potentially significant impacts under CEQA to include all environmental considerations except Agriculture and Forestry Resources, Mineral Resources, Population and Housing, and Wildfire. CARE CA respectfully requests, under CEQA complete analysis of these impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives to the Project.

I. Background on CEQA EIRs

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 Cal. Code Regs. ("Guidelines") § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

Second, CEQA requires public agencies to avoid or reduce environmental damage when “feasible” by requiring implementation of “environmentally superior” alternatives and all feasible mitigation measures. Guidelines § 15002(a)(2) and (3); *Citizens of Goleta Valley*, 52 Cal.3d at 564. If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.” Pub. Res. Code § 21081; Guidelines § 15092(b)(2)(A) and (B).

Although the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal.App.4th 1344, 1355 (quoting *Laurel Heights Improvement Ass’n v. Regents of Univ. of Cal.*, 47 Cal.3d 376, 409 n. 12 (1988)). Substantial evidence in the record must support any foundational assumptions used for the impact analyses in the EIR. *Citizens of Goleta Valley*, 52 Cal.3d at 568 (EIR must contain facts and analysis, not just bare conclusions); *Laurel Heights*, 47 Cal.3d at 392-93 (agency’s conclusions must be supported with substantial evidence).

II. General Comments

i) Air Quality & Public Health: CARE CA has a particular interest in air quality and public health. Estimates of the significance of air quality impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health. Therefore, even if the immediate project area has few nearby residences, the DEIR must include a Health Risk Assessment because industrial projects such as the proposed Project, which would be exclusively truck-served and operate 24-hours a day, 365 days a year in day and night shifts, typically result in exposure to toxic air contaminants (TACs) including carbon dioxide emissions caused by storage and material handling processes in warehouses. We must not ignore the unjust consequences of toxic pollution on surrounding communities and workers.

ii) Transportation Analysis: In order to reflect a good faith effort at full disclosure, the transportation analysis must consider all reasonably foreseeable uses for the Project. Since the Project is a “speculative building” with no specific identified tenant, the DEIR analysis should include higher intensity uses. The analysis must also include heavy truck traffic in its VMT analysis.

iii) Mitigation measures: Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction and operations be zero emission, near-zero emissions or alternative-fueled vehicle would both reduce and/or eliminate air pollution impacts and CO2 emissions.

iv) Substantial Evidence: The DEIR must rely on substantiated evidence and assumptions. In the discussion about population impacts, the NOP speculates that jobs in the construction phase of the project will be filled by workers who reside in the local area. We expect that the DEIR

analysis will refrain from such assumptions and utilize substantial evidence in its analysis of various environmental considerations during the construction phase.

v) Full Disclosure: Provide all sources and referenced materials when the DEIR is made available.

III. Conclusion

Thank you for the opportunity to submit NOP comments. Again, CARE CA respectfully requests under CEQA full analysis of the environmental impacts, feasible mitigation, and reasonable alternatives to the Project.

We look forward to reviewing and commenting on the DEIR.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Modrzejewski", with a long horizontal flourish extending to the right.

Jeff Modrzejewski
Executive Director



March 3, 2022

Mathew Evans, Project Planner
City of Perris
Planning Division
135 North "D" Street
Perris, CA 92570

Subject: EMWD Comment to Public Notice of Preparation of the Draft Environmental Impact Report for Duke Warehouse Project

APN: 314-153-015 to -040, -042, -044, -046, -048, 314-160-005 to -012, and -033

Location: Northeastern corner of Patterson Ave. and Nance St., within the Perris Valley Commerce Center Specific Plan, in the City of Perris, Riverside County, California.

Dear Evans:

Eastern Municipal Water District (EMWD) thanks you for the opportunity to review the Notice of Preparation for the draft Environmental Impact Report for the Duke Warehouse Project. The project is proposed to construct a 769,668-squarefoot (SF) building with 751,668 SF for high-cube, non-refrigerated warehouse distribution uses and approximately 18,000 SF of supporting office space. The building height would be a maximum of 50 feet. The building will include approximately 64 dock doors on the east side of the building and approximately 49 dock doors on the west side of the building. The developed three-parcel lot totals approximately 2.7 acres.

EMWD offers the following comments:

To define the impact(s) on the environment and on existing EMWD facilities, and as development within this area occurs over time, the proponents of implementing development projects shall consult EMWD's Development Services Department to compare proposed and existing water demands and sewer flows, and prepare a Design Conditions report (DC), formally known as the Plan of Service (POS), to detail all

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2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300

T 951.928.3777 • F 951.928.6177 www.emwd.org

pertinent facilities necessary to serve such implementing development projects, resulting in an approved DC, prior to final design and plan check of such facilities.

To help define EMWD's Design Conditions, EMWD requires beginning dialogue with project proponents at an early stage in the site design and development, via a one-hour complementary Due Diligence meeting. To set up this meeting the project proponent should complete a Project Questionnaire (form NBD-058) and submit to EMWD. To download this form or for additional information, please visit our web page www.emwd.org, then select the "Developer" link, then select the "New Development Process Forms" link. This meeting will offer the following benefits:

1. Describe EMWD's development process
2. Identify project scope and parameters
3. Provide a preliminary review of the project within the context of existing infrastructure
4. Discuss potential candidacy for recycled water service
5. Identify project submittal requirements to start the Design Conditions review

Following the Due Diligence meeting, and to proceed with a project, the Design Conditions will need to be developed by the developer's engineer and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check. The DC process and approval will provide the following:

1. Technical evaluation of the project's demands and existing system capacities
2. Identification of impacts to existing facilities
3. Identification of additional on-site and off-site facilities, necessary to serve the project
4. Identification of easement requirements, if necessary
5. Identification of potential EMWD's cost participation in facility oversizing, if applicable

If you have questions or concerns, please do not hesitate to contact Maroun EL-Hage at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

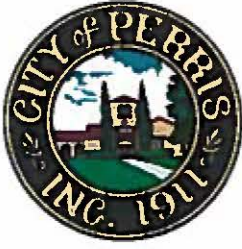
Sincerely,

Alfred Javier
Director of Environmental and Regulatory Compliance

ARJ:arj

cc: Maroun El-Hage

Attachments: Copy of Public Notice



NOTICE OF PREPARATION DRAFT ENVIRONMENTAL IMPACT REPORT

To:

(Potential Responsible,
Trustee, Federal and Local
Agencies and nearby property
owners)

From:

City of Perris
Development Services Department
135 North "D" Street
Perris, CA 92570

FEB 07 2022

CEQA LEAD AGENCY:

City of Perris
Planning Division
135 North "D" Street
Perris, CA 92570
Staff Contact: Mathew Evans, Project Planner
Phone (951) 943-5003
Email: mevans@cityofperris.org

SUBJECT: DUKE WAREHOUSE AT PATTERSON AVENUE AND NANCE STREET PROJECT – DEVELOPMENT PLAN REVIEW (DPR) 21-00005, PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN AMENDMENT [Case No. 21-05267]; TENTATIVE PARCEL MAP (TPM) 38259 [Case No. 21-05086]; and DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The City of Perris is preparing a Draft Environmental Impact Report (EIR) for the Duke Warehouse at Patterson Avenue and Nance Street Project described herein. The City wants to know the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the EIR prepared by the City when considering issuance of a permit or other approval for the Project. The City also wants to know the issues of concerns to the nearby property owners. Information gathered during the NOP comment period will be used to shape and focus future analyses of environmental impacts.

NOP COMMENT PERIOD:

The City invites you to submit written comments describing your specific environmental concerns. If you are representing a public agency, please identify your specific areas of statutory responsibility if applicable. Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be sent no later than 30 days after receipt of this notice. If a responsible or trustee agency fails to respond within this time period, the City of Perris may presume that your agency has no response to make. (CEQA Guidelines § 15082 (b)(2)) **The NOP public comment period begins on January 19, 2022 and ends on February 17, 2022. A public scoping meeting is scheduled for the Planning Commission meeting to be held on Wednesday February 2, 2022 at 6:00 p.m. in the City Council Chambers of the City of Perris, located at 101 North "D" Street. Please send your written comments to the City staff contact identified above, and please include your name, address, and contact information in your correspondence.**

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

Project Title: Development Plan Review 21-00005 for Duke Warehouse at Patterson Avenue and Nance Street Project

Project Applicant: DJ Arellano
Duke Realty Limited Partnership
200 Spectrum Center Drive, Suite 1600
Irvine, CA 92618
Contact: Mr. DJ Arellano
(949) 797-7050

Date: January 10, 2022

Signature:



Mathew Evans, Project Planner

I. PROJECT LOCATION

The approximate 35.7-net-acre Project site is located at the northeastern corner of Patterson Avenue and Nance Street, within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris, Riverside County, California. The regional location and local vicinity of the Project site are shown on Figure 1 and Figure 2, respectively. The Project site is located within Section 5, Township 4 South, Range 3 West, San Bernardino Base and Meridian. The Project site encompasses Assessor's Parcel Numbers (APNs): 314-153-015 through -040, 314-153-042, 314-153-044, 314-153-046, 314-153-048, 314-160-005 through -012, and 314-160-033. The Project site is located approximately 0.1 miles to the southwest of March Air Reserve Base/Inland Port Airport (MARB/IPA).

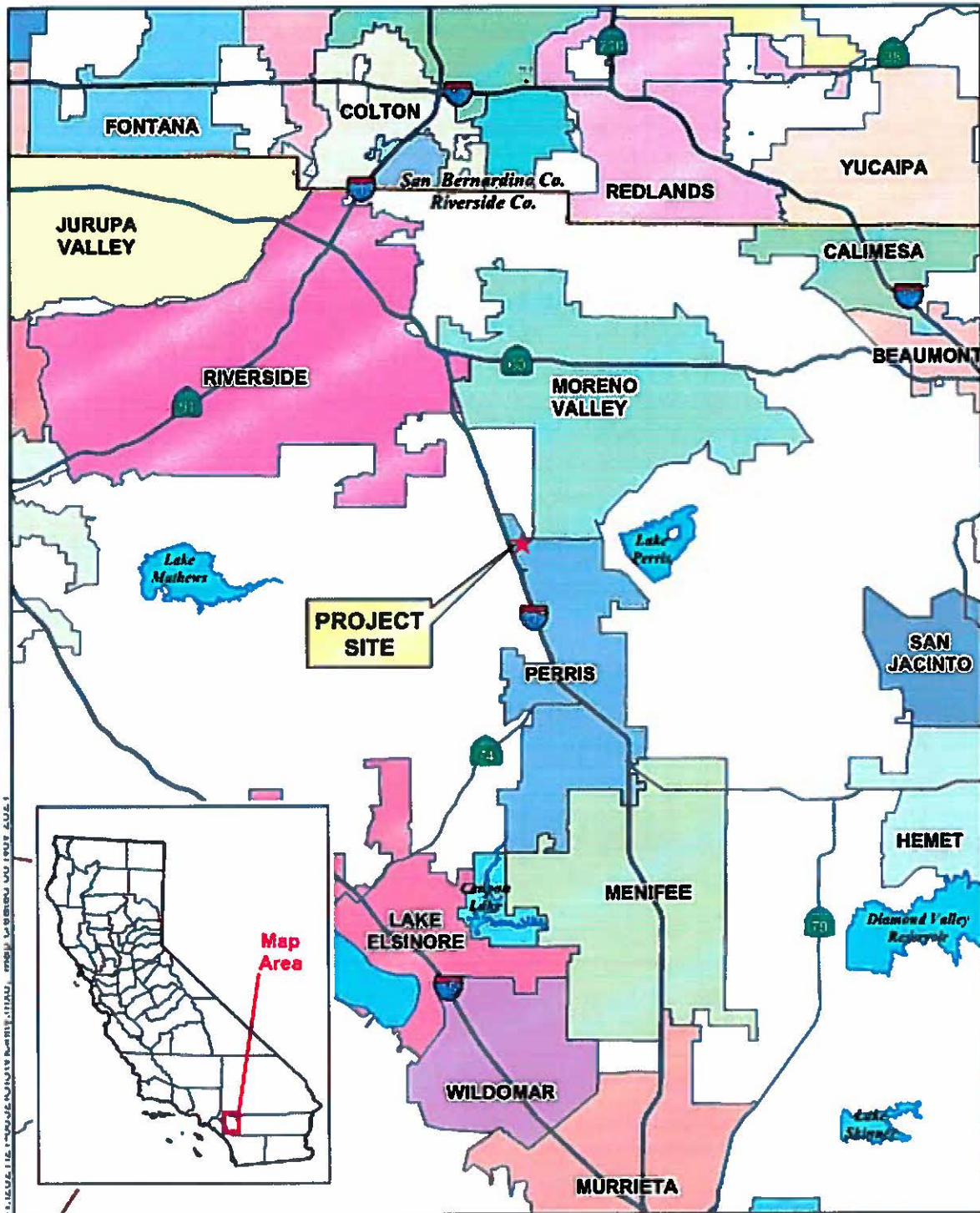
The Project site is unimproved and vacant, apart from one, three-parcel lot in the northwest corner comprised on APNs 314-153-021, -020, -019. The developed three-parcel lot totals approximately 2.7 acres and is currently utilized for semi-truck trailer storage. The Project site is generally flat and dominated by fallow field croplands. The site is situated at an elevation approximately 1,499 feet above mean sea level in the southwest corner to 1,486 feet above mean sea level in the northeast corner. The existing topography slopes approximately one percent in the southwest to northwest direction. The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site is not located within an MSHCP Criteria Cell, Cell Group, or Linkage Area. Vegetation types at the Project site consist primarily of fallow field croplands and disturbed habitat generally devoid of vegetation. No Riparian/Riverine areas or vernal pools are located within or adjacent to the Project site.

The area surrounding the Project site is dominated by industrial and commercial uses, with some vacant land. Specifically, the Project site is bordered by an industrial warehouse to the south, commercial businesses to the north, vacant land and legal, nonconforming residences to the east, and commercial businesses to the west.

The major road that currently provides access to the Project site is Patterson Avenue. Interstate 215 (I-215) is west of the Project site. The interchange closest to the Project site is Harley Knox Boulevard, a designated truck route, approximately one-half mile to the northwest.

The City of Perris General Plan designates the Project site as Specific Plan. The Project site is within the PVCCSP, which was adopted by the City of Perris on January 10, 2012. The portion of the Project site located north of Nance Street has a PVCCSP land use designation of General Industrial (GI) and the southern portion of the Project site has a PVCCSP land use designation of Light Industrial (LI).

Figure 1 – Regional Map



II. PROJECT DESCRIPTION

The proposed Project includes Specific Plan Amendment Case No. 21-05267 to the PVCCSP to amend the Circulation Plan to reflect the vacation of two streets: California Avenue (dedicated but not accepted) and Nance Street between Patterson Avenue to the west and Nevada Avenue to the east (see Figure 3). The Project site is proposed to accommodate the construction of a 769,668-square-foot (SF) building with 751,668 SF for high-cube, non-refrigerated warehouse distribution uses and approximately 18,000 SF of supporting office space (see Figure 4). The proposed Project is a permitted use (“warehouse/distribution centers”) under both the GI and LI PVCCSP land use designations. The building height would be a maximum of 50 feet. The building will include approximately 64 dock doors on the east side of the building and approximately 49 dock doors on the west side of the building. The warehouse would be constructed as a “speculative” building, with no specific tenant identified at this time. It is anticipated that the building could operate 24 hours a day, seven days a week. Additionally, the Project Applicant has committed to achieve LEED “Certified” status for the building.

The Project will provide a total of 374 parking stalls for passenger vehicles consisting of approximately 335 standard automobile parking stalls, approximately 10 American Disabilities Act-compliant (ADA) accessible parking stalls and 29 Electric Vehicle (EV)/Clean Air/Vanpool stalls. The Project site also includes approximately 141 trailer parking stalls. There will be approximately 170,881 SF of on-site landscaping.

The Project also includes the following offsite improvements:

- A new storm drain facility is proposed within Patterson Avenue right-of-way along the Project site’s frontage and continuing north to a connection point beneath Harley Knox Boulevard;
- A new storm drain facility is proposed within Nevada Avenue right-of-way along the Project site’s frontage from California Avenue and continuing to a connection point beneath Harley Knox Boulevard;
- A new recycled water line is proposed within Nance Street from the Project site to Webster Avenue;
- Patterson Avenue will be improved with curb, gutter, and sidewalk along the Project site frontage;
- Nevada Street along the Project site’s frontage will be improved with curb, gutter, and sidewalk and paved with 38-feet of asphalt;
- A new sewer line is proposed within Nance Street from the Project site to Webster Avenue.

Water (potable and recycled) and sewer service are provided to the Project area by the Eastern Municipal Water District (EMWD).

Figure 3 – Proposed Specific Plan Amendment – Circulation Plan

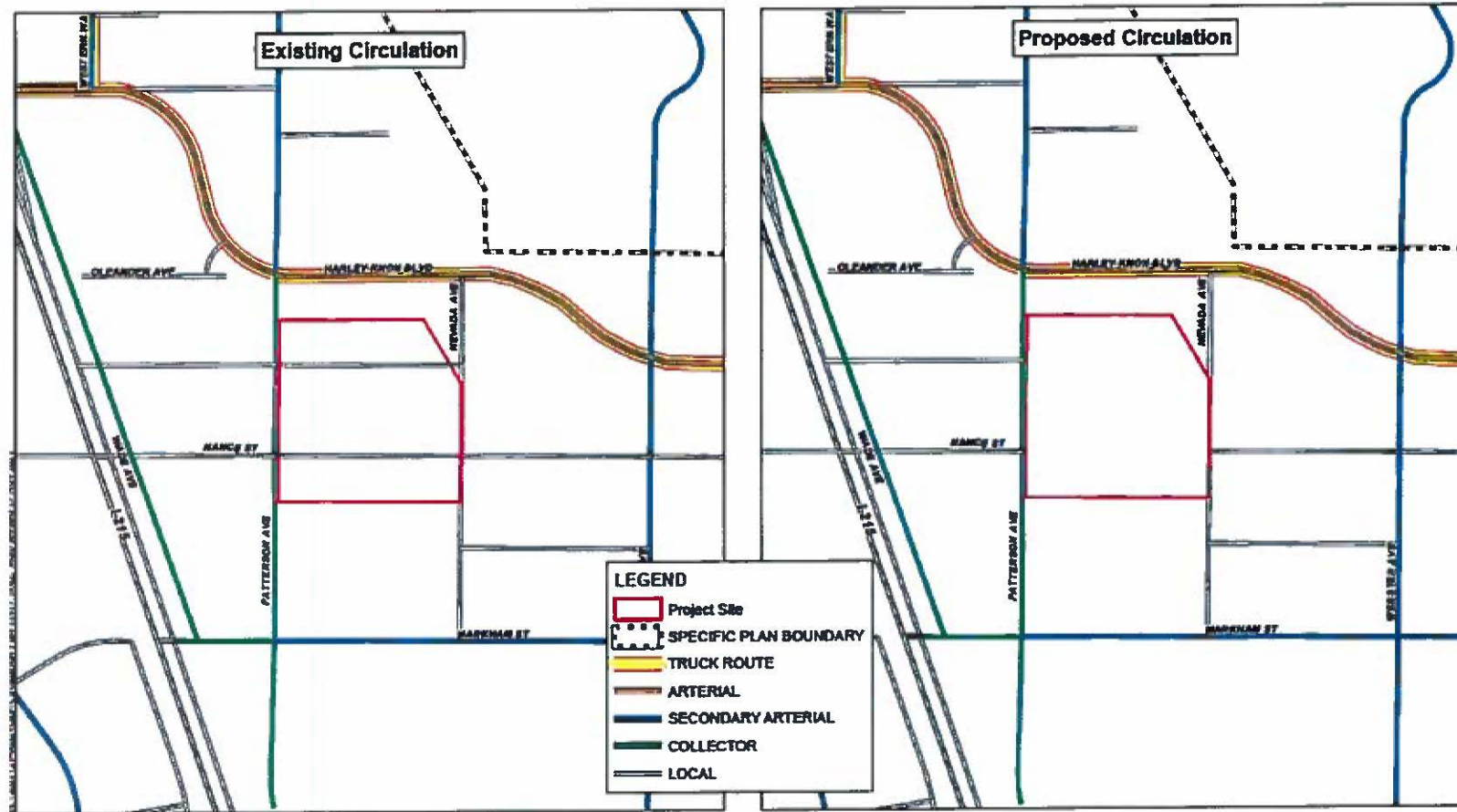
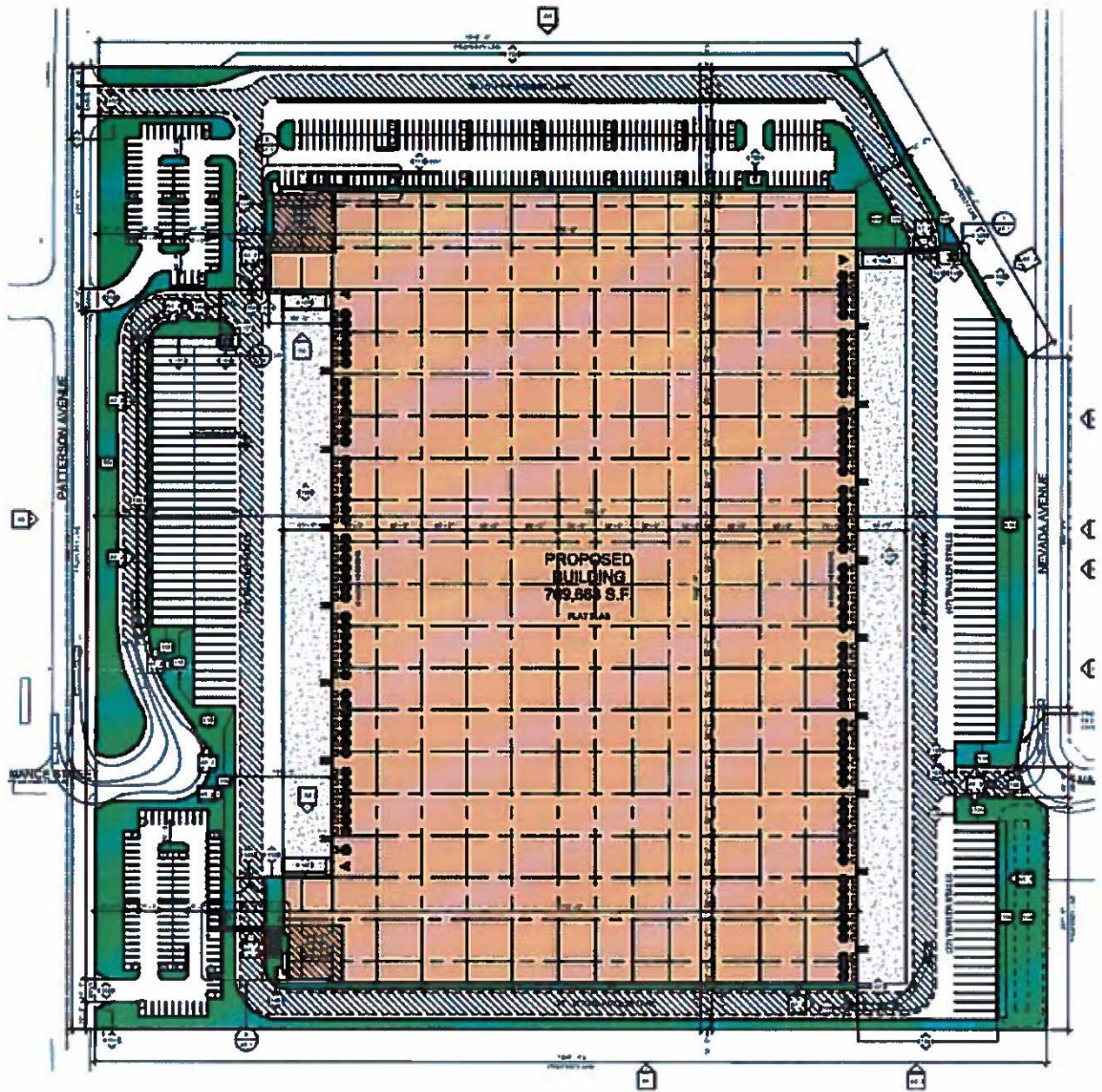


Figure 4: Conceptual Site Plan



III. REQUIRED PERMITS/ACTIONS

The following permits and discretionary actions are required by the City of Perris to implement the proposed Project:

- Development Plan Review (DPR No. 21-00005) to allow the development of the approximate 35.7-acre site with a 769,668-square-foot building including a 751,668-square-foot high-cube, non-refrigerated warehouse distribution facility and 18,000 sf for supporting offices;
- Certification of an EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- Specific Plan Amendment Case No. 21-05267 to amend the PVCCSP to change the Circulation Plan to reflect the vacation of two streets: California Avenue (dedicated but not accepted) and Nance Street between Patterson Avenue to the west and Nevada Avenue to the east; and
- Tentative Parcel Map No. 38259 (Case No. 21-05086) to merge thirty-eight (38) existing parcels into one parcel and vacate all or portions of the rights-of-way of California Avenue and Nance Street.

Other non-discretionary actions anticipated to be taken by the City at the staff level for the proposed Project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies include:

- A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- A determination by the Riverside County Airport Land Use Commission of consistency with the MARB/IPA Land Use Compatibility Plan;
- Compliance with the South Coast Air Quality Management District Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Approval of Water Supply Assessment and water and sewer improvement plans by the Eastern Municipal Water District; and
- Permits or associated approval by other utility agencies, as necessary, for installation of new utility infrastructure or connections to existing facilities.

IV. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

The PVCCSP EIR is a program EIR, and project-specific evaluation in a later-tier environmental document for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, “The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the Project will be based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the PVCCSP EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects in the Specific Plan area. The City of Perris requires that future development projects in the Specific Plan area comply with the required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures as outlined in the MMRP, and that these requirements are implemented in a timely manner. Relevant Standards and Guidelines and PVCCSP EIR mitigation measures that are incorporated into the Project will be listed for each topical issue in the EIR.

The Draft EIR shall contain a detailed Project description, a map identifying the location of the Project site and surrounding land uses, a description of the existing environmental setting, Project-specific impacts, cumulative impacts, mitigation measures to reduce potentially significant impacts, and an alternatives analysis.

Based on currently available information, and as discussed below, the City has determined that the Project would have no impacts or less than significant impacts related to agriculture and forestry resources, mineral resources, population and housing, and wildfire. Therefore, no further analysis of these environmental topics will be provided in the Draft EIR.

- **Agriculture and Forestry Resources.** Pursuant to CEQA Section 21060.1, agricultural land means Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria as modified for California. The State CEQA Guidelines Appendix G thresholds of significance used by the City of Perris for CEQA purposes states that a significant impact to agriculture could occur if a project was to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Based on the California Department of Conservation’s 2018 Farmland Mapping and Monitoring Program, the Project site is designated as Farmland of Local Importance. The Project area is not within an area subject to the California Land Conservation Act of 1965 (Williamson Act), is not zoned for agricultural or forestry uses, and does not include forestry resources. Therefore, the Project would have no impact on agriculture and forestry resources.
- **Mineral Resources.** Figure OS-6 of the Riverside County General Plan and the California Department of Conservation’s Mineral Land Classification for the area shows that the Project site is located within Mineral Resource Zone 3 (MRZ-3). MRZ-3 represents areas where the available geologic information indicates that mineral deposits exist or are likely to exist;

however, the significance of the deposit cannot be evaluated from available data. In addition, the California Department of Conservation does not show oil, gas, or geothermal fields underlying the site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder. No sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the City of Perris General Plan or the Riverside County General Plan. Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur. No impacts are anticipated.

- **Population and Housing.** The Project site is currently largely undeveloped; and construction of the Project would not require the construction of replacement housing and would not displace any existing housing or residents. The Project does not involve the development of residential uses and would not directly increase the resident population, but the Project would create jobs and increase employment in the City of Perris. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. The Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local area; therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area. Accordingly, no impacts are anticipated.
- **Wildfire.** According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project area is not located in or near an area identified as being a “Wildfire Hazard Area”. Additionally, according to the California Department of Forestry and Fire Protection’s (Cal Fire) Fire and Resources Assessment Program (FRAP), the Project area is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) of the City. The Project area is located within the limits of the City of Perris and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Therefore, the Project would have no impacts related to wildfires.

The analysis to be provided in the forthcoming Draft EIR, and the supporting technical studies to be included in the Draft EIR, will address the following issues:

- A. ***Aesthetics.*** The Project, which is in a non-urbanized area, would alter the existing visual character of the Project area and would introduce new sources of light during construction and operation. The Draft EIR will evaluate the potential for the Project to have an adverse effect on a scenic vista, to degrade the visual character of the area character, and to create potential light and glare impacts. The Project site is not within a State scenic highway, which will be discussed in the Draft EIR.
- B. ***Air Quality.*** The Project site is located within the South Coast Air Basin (Basin). Air quality in the Basin is administered by the South Coast Air Quality Management District (SCAQMD). Impacts related to the potential violation of any air quality standard, cumulatively considerable net increase of any criteria pollutant, and potential exposure to sensitive receptors to substantial pollutant concentrations will be addressed in the Draft EIR.

- C. **Biological Resources.** As previously identified, the Project site is within the Western Riverside County MSHCP area. The Draft EIR will identify existing biological resources at the Project site and will address potential impacts to sensitive species, sensitive natural communities, riparian habitat and protected wetlands, and wildlife movement. The Draft EIR will also address consistency with the applicable habitat conservation plans such as the MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan.
- D. **Cultural Resources.** The Draft EIR will evaluate the potential for the Project to potentially cause a substantial adverse change in the significance of an archaeological resource; indirectly destroy a unique paleontological resource, site, or unique geologic feature; or potentially disturb currently unknown human remains. An historical/archaeological resources report will be prepared for the Project. The results of this report will be discussed in the Draft EIR.
- E. **Energy.** The Project will consume energy resources during construction and operation. The Draft EIR will address the potential for the Project to result in the wasteful, inefficient, or unnecessary consumption of energy resources, and whether the Project would conflict with state or local plans for renewable energy or energy efficiency.
- F. **Geology and Soils.** The Draft EIR will address the geological, soil, and seismic hazards having the potential to impact the Project and Project occupants. The potential to impact paleontological resources will be addressed in the Draft EIR.
- G. **Greenhouse Gas Emissions.** The Draft EIR will evaluate the potential for the Project to generate substantial greenhouse gas emissions and/or be inconsistent with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
- H. **Hazards and Hazardous Materials.** The Draft EIR will address potential hazards during construction and operation of the Project, and the potential for exposure of construction workers and Project occupants to hazardous materials. The Project area is not within 1/4-mile of a school; the Project site's proximity to schools will be addressed in the Draft EIR. The Draft EIR will evaluate the potential safety and noise impacts related to the Project's proximity to MARB/IPA and consistency with applicable provisions of the MARB/IPA ALUCP. As identified previously, the Project site is not in a wildfire hazard area; therefore, no further analysis of the potential for wildland fires will be provided in the Draft EIR.
- I. **Hydrology and Water Quality.** The Draft EIR will address the potential for the Project to violate water quality standards and to degrade water quality during construction and operation. Project features included in the Project-specific Water Quality Management Plan (WQMP) to treat and/or limit the entry of contaminants into the storm drain system will be identified in the Draft EIR. The Project would increase the amount of impervious surface on the Project site. Changes to the drainage patterns will be identified in the Draft EIR and potential impacts from these changes related to erosion and siltation, the amount and rate of storm water runoff, flooding and impeding flood flows, and storm drain capacity will be addressed. The Draft EIR will also address the potential for release of pollutants from Project inundation, and the Project's consistency with the applicable water quality control plan and sustainable groundwater management plan.
- J. **Land Use and Planning.** The Draft EIR will evaluate the Project's impacts with regard to conflicts with applicable land use plans, policies, or regulations. The Project's consistency with applicable habitat conservation/natural community conservation plans such as the MSHCP and

the Stephen's Kangaroo Rat Habitat Conservation Plan will be addressed in the Biological Resources section of the Draft EIR.

- K. **Noise.** The Draft EIR will identify existing and future noise levels in the Project vicinity and evaluate the potential impacts of the proposed Project. Noise issues to be addressed include construction noise, operational noise, groundborne vibration, and exposure of people to excessive airport noise levels.
- L. **Public Services.** The Draft EIR will address the potential increase in demand for public services resulting from the Project (i.e., police protection, fire protection, schools, and parks and recreation), and whether there is a need for new or physically altered government facilities, which could cause significant physical environmental impacts.
- M. **Recreation.** The Draft EIR will address the potential for employees of the Project to increase the use of existing parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The potential physical environmental impacts will be addressed in the Draft EIR.
- N. **Transportation.** The Draft EIR will address the potential for the Project to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The City of Perris has established a vehicle miles traveled (VMT) threshold of significance and the Project will be analyzed to assess compliance with CEQA Guidelines Section 15064.3(b), which requires that traffic impacts be measured based on VMT. The potential for the Project to increase hazards due to geometric design, and to result in inadequate emergency access will also be addressed in the Draft EIR.
- O. **Tribal Cultural Resources.** The Draft EIR will discuss potential impacts related to a substantial adverse change in the significance of a tribal cultural resource directly related to California Native American tribes that populated the area where the Project site is geographically located. The Draft EIR will also discuss the results of Native American consultation activities conducted by the City, as required by Assembly Bill AB 52.
- P. **Utilities and Service Systems.** The Project involves the installation of utility infrastructure needed to serve the Project (e.g., water, sewer, storm drains, electric, natural gas, telecommunications). The physical environmental impacts resulting from the installation of utility infrastructure on- and off-site, will be addressed in the Draft EIR.

V. FUTURE PUBLIC MEETINGS

As noted earlier, the City of Perris will hold a public scoping meeting with the City of Perris Planning Commission on February 2, 2022 for the proposed Project. The City will provide background information, solicit public input, respond to questions, and focus the document on issues of public concern. Issues identified at the scoping meeting will be addressed in the Draft EIR (as appropriate).

VI. RESPONSE TO THIS NOTICE OF PREPARATION

Please provide written comments to the City of Perris no later than 30 days from receipt of this Notice of Preparation. According to Code Section 15082(b) of the CEQA Guidelines, your comments should address the scope and content of environmental information related to your agency's area of statutory responsibility. More specifically, your response should identify the significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in

the Draft EIR; and, whether your agency will be a responsible agency or a trustee agency, as defined by CEQA Sections 15381 and 15386, respectively. Please return all comments to the following address:

**Mathew Evans, Project Planner
Planning Division
City of Perris Development Services Department
135 North "D" Street
Email: mevans@cityofperris.org**

The City of Perris appreciates your conscientious attention to this Notice of Preparation.