

PLANNING COMMISSION
AGENDA SUBMITTAL

Meeting Date: May 9, 2018

SUBJECT: **Environmental Impact Report No. 17-05100, Specific Plan Amendment No. 17-05074, Tentative Parcel Map (TPM) 37304 (TPM No. 17-05060), and Development Plan Review (DPR) 17-00002** – Proposal to develop a 1.2 million square foot high-cube warehouse on 55 acres with a proposed Specific Plan Amendment to change the land use designation of westernmost 35 acres of site from Business-Professional Office (BPO) to Light Industrial (LI); a Tentative Parcel Map to consolidate 14 existing parcels and vacate all or parts of three unimproved streets, and a Development Plan Review to analyze the proposed site plan and architectural elevations. The Project is located on Perris Blvd., south of Markham Street, north of Perry Street, and west of Redlands Avenue within the Perris Valley Commerce Center (PVCC) Specific Plan area. **Applicant:** Duke Realty

REQUESTED ACTION: **ADOPT Resolution No. 18-10** recommending to the City Council 1) Certification of EIR 17-05100 (State Clearinghouse No. 2017081059) and 2) Adoption of a Statement of Overriding Considerations; 3) Approval of Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304), and Development Plan Review 17-00002 to facilitate the construction of a 1,189,860 square foot high cube warehouse building on 55 acres at the southeast corner of Perris Blvd. and Markham Street, subject to the Conditions of Approval.

CONTACT: Dr. Grace I. Williams, Director of Planning & Economic Development 

BACKGROUND/DISCUSSION:

The proposed Project is to develop an approximate 1.2 million square foot shell light industrial building within the Perris Valley Commerce Center Specific Plan, easterly of Perris Boulevard, southerly of Markham Street and northerly of Perry Street. The proposal includes Specific Plan Amendment No. 17-05074, Tentative Parcel Map (TPM) 37304 (Case No. 17-05060), and Development Plan Review (DPR) 17-00002, hereinafter referred to collectively as “Project”, would implement the following: a) Merge fourteen (14) parcels into a single 55-acre lot; b) rezone ten of the 14 parcels (totaling approximately 35 acres) from BPO to LI; c) Vacate parts or all unimproved streets abutting the property – Golden View Drive, Johnson Avenue and Via Verona Street; and d) Develop a single shell warehouse building totaling 1,189,860 square feet on approximately 55 acres, with a total of 187 truck docks and 1,090 total parking stalls that include 22 accessible parking stalls.

The Project application was received on March 22, 2017. Staff determined, based on the information submitted, that the project would require an Environmental Impact Report (EIR). In accordance with the California Environmental Quality Act (CEQA) a Notice of Preparation (NOP) was filed and the NOP and Initial Study were made available between August 29, 2017 through September 27, 2017 to public agencies and property owners within a 300-foot radius of the project site. A public scoping meeting was conducted by the Planning Commission for the proposed Project on September 20, 2017.

During the scoping meeting, the Planning Commission expressed potential issues of concerns regarding the following: 1) Overall land use impact with the loss of BPO properties near existing commercial designated properties along Ramona Expressway; 2) Visual impact of the Project along Perris Boulevard and Markham Street; 3) Visual impact of a large warehouse to residential communities surrounding the Specific Plan area. With regard to the aforementioned items 2) and 3), and as outlined within the attached analysis and supporting

documents, the Project is designed to address issues of concerns related to the visual impacts of the Project on major transportation corridors and residential communities surrounding the PVCCSP area. With regard to Item 1) above, the Specific Plan envisioned that the project area provide a balanced mix of commercial, business professional office, and a variety of industrial uses, with the intent strongly focused on high quality land uses that would serve the needs of existing, and future, residents and business within the City of Perris. The Project EIR provided Alternatives to address Item 1) above, which are discussed in this report. However, the Project EIR did not provide a full analysis of all Alternatives for project approval purposes as only the Preferred Alternative met the Project objectives. As such, if the Planning Commission finds that the attached analysis did not adequately address their issue of concern on land use as summarized above, and the Planning Commission wishes to proceed with a different Alternative project mentioned in the EIR, then further CEQA analysis would be required and an alternative recommendation to the City Council would be warranted.

The proposed Project was reviewed by City staff and determined to be in compliance with all applicable provisions of the General Plan, Perris Valley Commerce Center Specific Plan (PVCCSP), and the Zoning Code subject to the proposed Specific Plan Amendment. The development standards for Light Industrial development including use, setbacks, height of buildings, lot coverage, architecture, lighting and landscaping are provided by the PVCCSP, with parking regulations contained in Chapter 19.69 of the Zoning Code. Staff determined the proposed Project meets all development standards of the Specific Plan for Light Industrial land use. In addition, the project has been deemed consistent with the 2014 March ARB/Inland Port Airport Land Use Compatibility Plan, and is consistent with the requirements of the Multiple Species Habitat Conservation Plan (MSHCP). The project has been conditioned as necessary to ensure compliance with all PVCCSP and Zoning regulations. Therefore, staff recommends that the Planning Commission adopt Resolution No. 18-10, recommending to the City Council 1) Certification of EIR 17-05100 (State Clearinghouse No. 2017081059) and 2) Adoption of a Statement of Overriding Considerations; 3) Approval of Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304), and Development Plan Review 17-00002 to facilitate the construction of a 1,189,860 square foot high cube warehouse building on 55 acres at the southeast corner of Perris Blvd. and Markham Street, subject to the Conditions of Approval.

BUDGET (or FISCAL) IMPACT: Cost for staff preparation of this item, cost of construction and payment of impact fees are covered by the applicant.

Prepared by: Kenneth Phung, Planning Manager *KP*

City Attorney: N/A

Finance Director: N/A

Public Hearing: May 9, 2015

CITY OF PERRIS
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

STAFF REPORT

Date: May 9, 2018 – Special Planning Commission

Cases: Environmental Impact Report No. 17-05100, Specific Plan Amendment No. 17-05074, Tentative Parcel Map (TPM) 37304 (Case No. 17-05060), and Development Plan Review (DPR) 17-00002

Environmental Determination: EIR - State Clearinghouse No. 2017081059

Project Planner: Diane Sbardellati, Associate Planner

Applicant/Owner: Adam Schmid, Duke Realty
200 Spectrum Center Drive, Suite 1600
Irvine, CA 92618

Location: East of Perris Boulevard; south of Markham Street; north of Perry Street; west of Redlands Avenue

PROJECT DESCRIPTION: Specific Plan Amendment No. 17-05074, Tentative Parcel Map (TPM) 37304 (Case No. 17-05060), and Development Plan Review (DPR) 17-00002, propose an approximate 1.2 million square-foot warehouse building on 55-acres within the Perris Valley Commerce Center Specific Plan. The project site consists of fourteen (14) parcels designated Business-Professional Office (BPO) and Light Industrial (LI). The proposed Specific Plan Amendment would change 35 acres of the project site from Business-Professional Office (BPO) to Light Industrial (LI) to facilitate the development. The proposed Tentative Parcel Map would consolidate the 14 existing parcels within the project boundaries, and vacate three unimproved streets - Golden View Drive, Johnson Avenue, and Via Verona Street. The Development Plan Review lays out the proposed Project site plan, architectural elevations, associated parking, and landscaping.

Acreeage and Land Use:

<i>APN</i>	<i>Acreeage</i>	<i>Land Use Designation</i>
302-120-004	8.82	BPO
302-120-006	8.79	BPO
302-120-011	4.63	LI
302-120-012	4.63	LI
302-120-013	5.0	LI
302-120-014	5.0	LI

302-120-015	2.28	BPO
302-120-016	2.28	BPO
302-120-017	2.27	BPO
302-120-018	1.86	BPO
302-120-019	1.97	BPO
302-120-020	1.97	BPO
302-120-021	2.28	BPO
302-120-022	2.28	BPO

ZONING AND LAND USE:

Existing Zoning:

Perris Valley Commerce Center Specific Plan

Business Professional Office (BPO): 34.8 acres
 Light Industrial (LI): 19.26 acres
 Right-Of-Way (vacated streets): 3.5 acres

Surrounding Zoning:

<i>Direction</i>	<i>Zoning – PVCCSP</i>
North	Business Professional Office (BPO)
South	Commercial (C)
East	Light Industrial (LI)
West	Light Industrial (LI)

Surrounding Land Uses:

<i>Direction</i>	<i>Land Use</i>
North	Vacant land
South	Vacant and single-family
East	Distribution Center Warehouse
West	Logistics Center Warehouse

PROJECT DESCRIPTION

Specific Plan Amendment No. 17-05074, Tentative Parcel Map (TPM) 37304 (Case No. 17-05060), and Development Plan Review (DPR) 17-00002, hereinafter referred to collectively as “Project”, would implement the following:

- a) Merge fourteen (14) parcels into a single 55-acre lot;
- b) Rezone ten of the 14 parcels (totaling approximately 35 acres) from BPO to LI
- c) Vacate parts or all unimproved streets abutting the property – Golden View Drive, Johnson Avenue and Via Verona Street;
- d) Develop a single shell warehouse building totaling 1,189,860 square feet on

approximately 55 acres, with a total of 187 truck docks and 1,090 total parking stalls that include 22 accessible parking stalls.

PROJECT BACKGROUND

The Project application was received on March 22, 2017. Staff determined, based on the information submitted, that the project would require an Environmental Impact Report (EIR). In accordance with the California Environmental Quality Act (CEQA) a Notice of Preparation (NOP) was filed and the NOP and Initial Study were made available between August 29, 2017 through September 27, 2017 to public agencies and property owners within a 300-foot radius of the project site. A public scoping meeting was conducted by the Planning Commission for the proposed Project on September 20, 2017.

During the scoping meeting, the Planning Commission expressed potential issues of concerns regarding the following:

- a) Overall land use impact with the loss of BPO properties near existing commercial designated properties along Ramona Expressway.
- b) Visual impact of the Project along Perris Boulevard and Markham Street;
- c) Visual impact of a large warehouse to residential communities surrounding the Specific Plan area.

With regard to Items b) and c) above, and as outlined within the following analysis and attached supporting documents, the Project is designed to address issues of concerns related to the visual impacts of the Project on major transportation corridors and residential communities surrounding the PVCCSP area. With regard to Item a) above, the Specific Plan envisioned that the project area provide a balanced mix of commercial, business professional office, and a variety of industrial uses, with the intent strongly focused on high quality land uses that would serve the needs of existing, and future, residents and business within the City of Perris. The Project EIR provided Alternatives to address Item a) above, which are discussed in this report. However, the Project EIR did not provide a full analysis of all Alternatives for project approval purposes as only the Preferred Alternative met the Project objectives. As such, if the Planning Commission finds that the following analysis did not adequately address their issue of concern on land use as summarized above, and the Planning Commission wishes to proceed with a different Alternative project mentioned in the EIR, then further CEQA analysis would be required and an alternative recommendation to the City Council would be warranted.

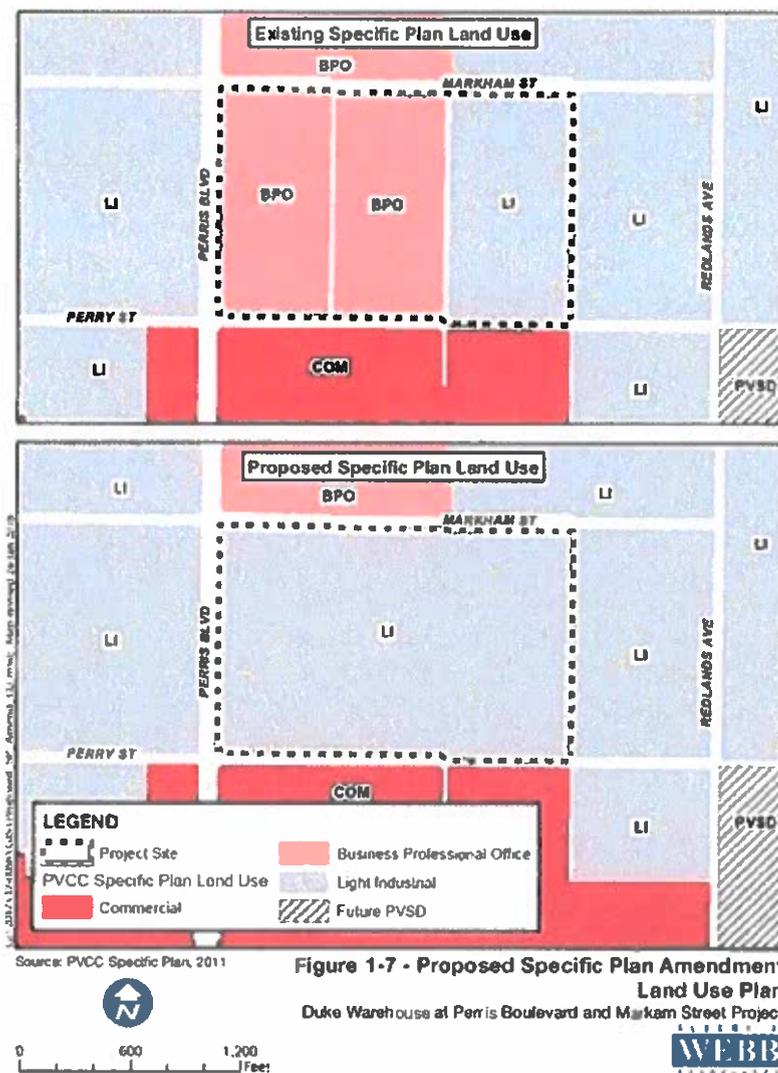
ANALYSIS:

SPECIFIC PLAN AMENDMENT

On January 10, 2012, the City adopted the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP encompasses approximately 5.23 square miles in North Perris and provides a convenient access corridors to the I-215 freeway to the east and through Moreno Valley to the 60 freeway to the north. The Specific Plan envisioned that the PVCCSP provide a balanced mix of commercial, business professional office, and a variety of industrial uses, with

the intent strongly focused on high quality land uses that would serve the needs of existing, and future, residents and business within the City of Perris. The PVCCSP included comprehensive land use, infrastructure and financing plan in order to implement the master planned project as well as the goals and policies of the General Plan. Section 3.0 of the PVCCSP plan also provided design guidelines and standards that would support adequate land use transitions to neighboring land uses along with standards that promote green and sustainable development measures.

Specific Plan Amendment No. 17-05074 proposes to amend the land use designation of ten parcels, totaling approximately 35 acres, within the 55-acre Project boundary from Business Professional Office (BPO) to Light Industrial (LI). The proposal would also require the consolidation of BPO designated parcels with four LI designated parcels to form a site that would accommodate an approximate 1.2 million square foot shell building. The following Figure 1-7 illustrates the proposed land use designation change.



SPECIFIC PLAN TEXT AND EXHIBIT CHANGES

As required by the PVCCSP, any change to the Specific Plan boundaries, land use designations, land use allowances, development criteria, circulation plan, public facility plan, or other major component will require a Specific Plan Amendment. The proposed PVCCSP Amendment will require the following changes to the document:

- Modify Figure 2.0-1 Specific Plan Land Use Designation, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 35 acres from Business Professional Office (BPO) to Light Industrial (LI) for the properties bound by Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north.
- Modifies all exhibits to reflect the vacation of three streets: Goldenview Drive, Johnson Avenue, and Via Verona Street between Markham Street to the north and Perry Street to the south.

GENERAL PLAN CONSISTENCY

The General Plan designation for the Project site is Perris Valley Commerce Center Specific Plan (PVCCSP). The Table 5.6-A of the DEIR outlined Project consistency with General Plan Policies in Transportation; Conservation; Land Use; Noise; and Safety.

SPECIFIC PLAN CONSISTENCY

The General Plan designation for the project site is Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP sets specific goals to achieving the vision established by the Perris General Plan. The intent of the PVCCSP is to provide high quality industrial, office, and commercial land uses to serve the existing and future residents and businesses of the City of Perris. To achieve this, the PVCCSP has the following primary objectives:

- Allow residents of the community to live and work within the area
- Promote a balance of land uses to maintain and enhance the City's fiscal viability, economic diversity and environmental integrity
- Promote orderly development to ensure infrastructure keeps pace with development.
- Promote land use Airport Overlay with the continued military and civilian operations at the March Air Reserve Base.

The Project meets the aforementioned goals in the following ways:

Allow residents of the community to live and work within the area

Development of the project subject to approval of a SPA will create jobs to allow residents of Perris to live and work close to home, and avoid long commutes to areas outside the City. The high demand of large warehouses in the market would necessitate the immediate delivery of the Project by the Applicant. As the Project is located within a major commerce center in Perris and is within close proximity to residential developments, the site provides

access to employment opportunities for residents in the area.

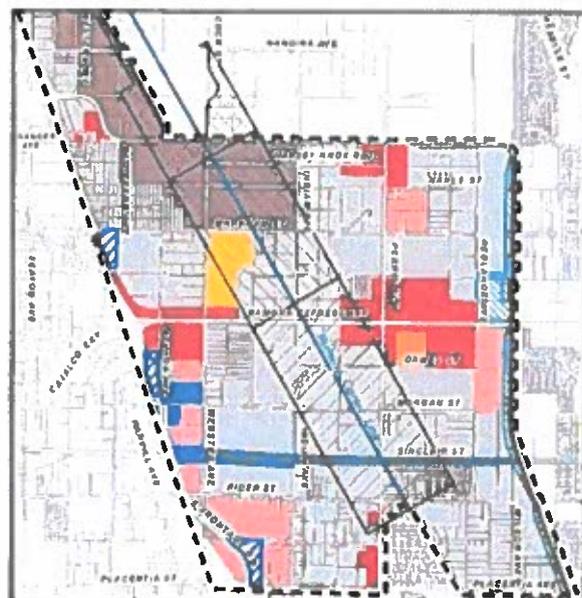
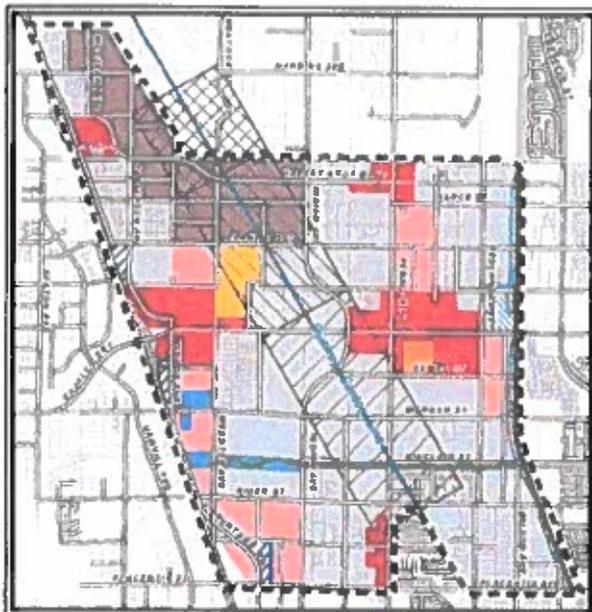
Promote a balance of land uses to maintain and enhance the City's fiscal viability, economic diversity and environmental integrity

At the inception of the Perris Valley Commerce Center Specific Plan in 2012, the Plan began with 343 acres of land designated for Business Professional Office development. Over the past six years, Specific Plan Amendments effected changes throughout the PVCCSP. Light Industrial land use acreage has increased, while land designated for BPO has been reduced.

The following table summarizes the overall BPO and LI land use changes throughout the PVCC; however, it is important to note that of the remaining BPO acreage within the PVCC, only 35-acres will remain north of Ramona Expressway.

General Plan Land Use	Acres at Inception of PVCCSP	Current (and Proposed) Acres	Net Change
Business Park/ Professional Office (BPO) <i>(35 of these acres will remain north of Ramona Expressway)</i>	343	272	-71
Light Industrial (LI)	1,866	2,033	+167

The table above indicates that Light Industrial zoning is the preferred land use designation in the PVCCSP, and is actively sought by developers due to the variety of uses it allows. It is important to note that all rezoned LI acreage is now built upon, in construction, or fully entitled. The reduction in Business Professional Office (in pink) is seen in the 2012 PVCCSP land use map and the current land use map below:



The Business Professional Office designation allows the following uses:

This zone is to provide for uses associated with business, professional or administrative services located in areas of high visibility from major roadways, as well as to provide for convenient access from automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed in this zone.

The BPO land use designation within PVCC allows uses associated with business, professional or administrative services in areas with high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. This zone combines the General Plan Land Use designations of Business Park and Professional Office.

Although BPO zoning is intended within the PVCC to be a land use transition or buffer between commercial and industrial development, this is not an absolute rule as Commercial designated properties can also accommodate similar uses as BPO. However, Commercial zones would also accommodate general retail, entertainment, service, food, cannabis and miscellaneous uses associated with the sales of goods or services not typically found within the BPO zone. While the Project did not preserve BPO designated parcels along Perris Boulevard, the Applicant integrated BPO design standards to provide an aesthetic transition between the Project site and neighboring Commercial property. A more detailed discussion on the building architecture and landscaping are described in the Architecture and Landscaping sections of this report.

With respect to environmental integrity, an EIR Analysis was prepared to analyze significant environmental impacts associated with the proposed Project, and the following environmental impacts from the construction and operation were determined to be significant and unavoidable:

- Air Quality – Long-term NO_x emission in excess of SCAQMD's regional significance threshold.
- GHG Emissions – GHG Emissions in excess of SCAQMD's recommended screening thresholds of 10,000 MTCO₂e/yr.
- Traffic – Exceeding a level of service on freeway segments on I-215 in the Year 2040 condition.

For the above environmental impacts, adoption of a Statement of Overriding Considerations is required, if the project is to be approved. The City Council will need to determine that the project benefit outweighs the associated environmental impacts.

Promote orderly development to ensure infrastructure keeps pace with development.

To support the goal of promoting orderly development to ensure infrastructure is keeping pace, all development proposals are reviewed by the City Engineer's office to both extend and construct new infrastructure to serve the proposed project, and property downstream that may be impacted by the project. Therefore, roadways such as Indian Avenue and Harley Knox Blvd will be designed to carry truck traffic to the freeway. Plus payment of development impact fees are

required for the project to supports the extension of utility infrastructure, builds roads, and improve the freeway interchanges at Harley Knox Blvd and Ramona Expressway.

Promote land use Airport Overlay with the continued military and civilian operations at the March Air Reserve Base.

The proposed development will promote the continued military and civilian operations at the March Air Reserve Base (MARB), as any development such as the proposed project that lowers population density per acreage is supported by the MARB. In addition, since the project site is in close proximity to the March Global Port (which is envisioned to be a commercial airport hub for cargo transportation) the proposed project is consistent with this plan.

PVCCSP DEVELOPMENT STANDARDS

The Project, as designed, meets the development standards of the Specific Plan for Light Industrial land use as well as development standards for the BPO designation for those areas of the building that abut major corridors. The Project is designed to provide enhanced aesthetic and design features as a visual transition between northerly BPO designated properties and the southerly commercial sites. Moreover, as the location of the site is on Perris Boulevard and Markham Street the Project design complies with the Visual Corridor requirements of the PVCCSP. As such, the building architecture mirrors that of “Business Park” development with truck docks fully screened from public view.

Other than lot size and lot dimensions, the most significant difference between BPO and LI zoning under the PVCCSP is the front building setback (reduced by five feet for arterial and local streets), and onsite landscaping coverage. The difference in BPO and LI zoning requirements for minimum onsite landscape coverage is 3%; The BPO zone requires 15% coverage, and the LI zone requires 12%. The project site plan indicates a total of 12.9% onsite landscape coverage. The table on the next page compares the LI and BPO development standards:

Development Standards	LI	BPO
Minimum Lot Size	15,000 s.f.	20,000 s.f
Minimum Lot Frontage	75 feet	100 feet
Minimum Lot Width	75 feet	100 feet
Minimum Lot Depth	100 feet	150 feet
Maximum Structure Size/Floor Area Ratio(FAR)	0.75 FAR	0.75 FAR
Minimum Structure Separation	None	None
Accessory Structures Size	No max.	No max.
Maximum Lot Coverage by Structure	50% of lot	50% of lot
Maximum Structure Height	50 feet ⁽¹⁾	50 feet ⁽¹⁾

Maximum Structure Height at Setback	20 feet	20 feet
Front Yard Setback shall be as follows:	(7)(8)	(7)(8)
• Local/Collector Streets	10 feet	5 feet
• Arterials	15 feet	10 feet
Side Yard :		
• Adjoining non-residential	None	None
• Adjoining residential	20 feet ⁽⁴⁾	10 feet ⁽⁵⁾
Street Side Yard	See Front Yard Req.	See Front Yard Req
Rear Yard :		
• Adjoining non-residential	None	None
• Adjoining residential	20 feet ⁽⁴⁾	10 feet ⁽⁵⁾
Minimum Landscape Coverage	12%	15%

As the proposal is for a Light Industrial use the following Table summarizes compliance with PVCCSP Development Standards for Light Industrial:

Table 1. Comparison of PVCCSP Development Standards

PVCCSP Development Standards for LI	Required	Provided	Complies
Minimum Lot Size	15,000 SF	55 acres	Yes
Lot Coverage	50 % max	49.9 %	Yes
Building Size	0.75 FAR	0.50 FAR	Yes
Structure Height	50 feet max	48 feet (highest point)	Yes
Front Setback (Arterials)	15 feet min	140 feet (Perris Blvd)	Yes
Side Setback	None	196 feet (Perry St)	Yes
Rear Setback	None	110 feet	Yes
Landscape Coverage	12%-LI; 15%-BPO	12.9%	Yes

Regarding the building front yard setbacks from the streets bordering the project site, the minimum setback for Primary and Secondary Arterials is 15 feet, which applies to both Perris Boulevard (Primary Arterial) and Markham Street (Secondary Arterial). Perry Street is a local street that requires a building setback of 10 feet. The proposed site plan depicts a setback of 140 feet from the Perris Blvd property line to the building; 346 feet from the Markham Street property line to the building; and 196 feet from the property line to the building on Perry Street. No rear and side yard setbacks are required if the building is not adjacent to residential uses; therefore, the project meets all setback requirements. Setback areas are fully landscaped from any screen wall or passenger car parking area to join the right of way landscaping. Along Markham Street, the 346 feet of setback area includes the fully landscaped and attractively-fenced detention basins.

Parking

The parking ratio for passenger cars is provided by Zoning Code Chapter 19.69, Parking and Loading Standards, which addresses all proposed uses on the site. The table below describes the parking calculation for warehouse use and some manufacturing. The total building area is 1,189,003 square feet. Of this, approximately 20,000 square feet will be devoted to office use at each corner of the building, and parking is not required to be calculated separately when the office use is 10% or less of the gross floor area; it is included as part of the warehouse parking calculation. The table below provides the required number of parking stalls by use:

Passenger Car Parking Ratios by Use		
Warehousing	Stalls Required	Stalls Provided
1 st 20K 1:1,000 sf	20	
2 nd 20K 1:2,000 sf	10	
> 20K 1:5,000 sf	203	
Manufacturing 1:500 s.f.	276	
Standard Stalls TOTAL	509	1,068
Disabled Access Stalls (2% of Provided)	2% of 1,068 = 22	22
GRAND TOTAL	509	1,090

Disabled access parking stalls are calculated at 2% of the parking stall total when more than 1,000 parking stalls are provided. Since the Project proposes to provide more than double the amount of required parking to ensure that adequate parking is available should a more intensive warehouse use take the building, that number is used to calculate the disabled access parking. Twenty disabled access stalls are indicated on the site plan, and twenty-two (22) will be conditioned to comply with the parking code. The proposed parking fully complies with the Municipal Code parking requirements.

Access and Circulation

The building is centrally located on Perris Blvd between Markham Street to the north and Perry Street to the south. Most employee parking is provided in two rows within the 142-foot setback area from the Perris Blvd. right of way (172 vehicles), and in a large employee parking lot for 182 vehicles at the northwest corner of Perris Blvd and Markham Street. Smaller parking areas for employees are located near the southwest corner of the site, fronting Perry Street, and along the east building frontage. Truck courts for cross-dock warehousing operations are located on the north and south sides of the building. Truck traffic is separated from passenger vehicle traffic by different points of access to the site, and by raised medians. Passenger/employee vehicle traffic is concentrated on the west side of the site near Perris Blvd., and the truck traffic is directed to the east side of the site.

A total of five ingress-egress points of access are provided for the site, with one 26-foot wide central access on Perris Blvd. for passenger vehicles only, two 40-foot wide access points on Markham Street, and two access points on Perry Street. On Markham Street the western access is

restricted to trucks only, and the eastern access is shared by both trucks and passenger vehicles. Here trucks turn immediately into the truck court to the west, or the truck drive aisle to the east to the south truck court. Passenger cars are directed into their own parking area to the east after entering the site. On Perry Street, a 30-foot wide access is provided on the west side of the site for passenger cars only, and a dual 50-foot wide access is provided on the east side.

Truck movement on site could potentially encircle the building, however most truck traffic will enter and depart from the truck courts near Markham Street and Perry Street. All truck lanes on site will have a minimum 30-foot width as required by the Municipal Code. The truck courts contain room for trailer parking, and additional trailer parking is provided in a small lot at the northeast corner of the site. The passenger vehicle access on Perris Blvd is limited to right in and right out movements due to the existing landscaped median, while the other four points of access are allowed full movement. Trucks are not permitted to travel on Perris Blvd. but may turn west from the site along either Markham Street or Perry Street to access Indian Avenue to Harley Knox Blvd, and then west to the I-215 Freeway.

Landscaping

The code requires landscaping to be provided at a minimum rate of 12% for the Light Industrial zone and 15% for the Business Professional Office zone. The proposed Specific Plan Amendment would change the entire site to Light Industrial zoning. The conceptual landscape plan proposes a total of 306,352 square feet of onsite landscaping for the Project, which is 12.9% of the overall site area. Landscaping is provided at the base of the building, on the west and east sides, and is not required on the north and south sides of the building due to the truck courts. The truck courts are screened by 14-foot decorative tilt-up concrete walls with landscaped berms. The berms soften the wall and help to reduce the perceived wall height from the public view. Along Markham Street, onsite water quality basins will be fully landscaped with multiple layers of landscape materials to blend with the overall landscape design.

Along the street frontage of the project, enhanced landscaping with layers of trees including crepe myrtle, olive and chitalpa, are proposed along Perris Blvd. and Markham Street, to comply with the Perris Valley Commerce Specific Plan designation as visual corridors. Perry Street will feature eighty (80) 24-inch box London plane trees spaced approximately 20 feet apart. Shade trees will be provided throughout passenger vehicle parking areas at the rate of one tree for every six vehicles, and particular emphasis will be placed on enhanced landscaping at all project entries to promote a business park feel. Multi-level landscape materials and three-foot landscaped berms on Perris Blvd. and Markham Street will buffer the public view of employee parking areas from the street. In addition, the highly visible corners at Perris Blvd and Perry Street, and Perris Blvd. and Markham Street will receive enhanced landscaping treatments with 36-inch box trees. The right of way landscaping will also feature large attractive street trees spaced 30 feet apart or less. The abundance of landscaping on and offsite will provide the public with an interesting and rich streetscape. The project proposes to plant 1,354 new trees on the site.

Fencing and Screening

The project site will have a 14-foot decorative tilt-up concrete wall to screen the truck loading areas facing Markham Street and Perry Street. The wall color will be color-compatible with the

warehouse building colors. Pilaster columns with cap will be spaced every 100 feet for visual interest. The screen wall on Markham Street will turn southward at the east interior property line for 80 feet, then transition to an 8-foot high tubular steel fence continuing south to terminate at the Perry Street right of way. Perris Boulevard will not have fencing of any kind, in keeping with the higher design standards for business park development. Landscaping will fully screen the tubular steel fencing. Nine-foot high sliding tubular steel gates are indicated on the site plan in several areas to control onsite truck movement. All gates visible to the public are required to be screened with high quality black mesh to obscure view of truck areas.

Building Architecture

At the scoping meeting on September 20, 2017, the Planning Commission requested staff to work with the applicant to improve the architectural elevations of the building. Staff was successful in upgrading the architectural design to provide more window glazing, better design elements, significant articulation of the building facade and the roof profile, and integrating a cornice roofline treatment into the concrete tilt-up design. The building design features symmetry and balance with extended, enhanced architectural treatments at the corners and intermittently along the facade. The proposed color palette and materials were enhanced to provide sophisticated and complex color tones ranging from creamy beige to darker, subtle taupe tones accented by rich mahogany red tones framing the office corners and anchoring the building foundation. High quality materials such as smooth travertine tile and natural create a visual focal point at the center of the building, and an abundance of bronze, non-reflective glazing consistent with business office design is used at the corners where the offices are proposed. Much of the Perris Blvd facade is done in glass. Building accents include a natural dark red-brown ledgerstone veneer, and a contrasting smooth light-colored travertine tile to provide contrast in color and texture. The combination of a complex color palette with extensive glazing and articulation allow sections of the building to read individually, and provide a building that would appropriate in a business park setting on Perris Boulevard.

Employee Amenities

The PVVCSP requires industrial buildings over 100,000 square feet in size to have at least one indoor employee amenity and two outdoor employee amenities. The project's outdoor amenities are proposed as two outdoor shade-covered break areas near the two office entrances near Perris Blvd., and a half-court for basketball near the Perry Street truck court. In addition, a sand volleyball or bocce ball court will be provided outdoors on the north side of the building. For indoor amenities, a 2,500 to 3,000 square foot gymnasium with exercise equipment and locker facilities is proposed. Bicycle racks will also be available for employees, and the public sidewalk surrounding the building on three sides provides a safe walking path for employees.

Green Building Design

The project will include several design and construction measures to reduce the overall environmental impact of the project. The design criteria of this building will exceed the efforts made at a similar distribution center located at 3300 Indian Avenue, also owned and operated by the applicant, Duke Realty, which recently was awarded Gold Level LEED Certification from the US Green Building Council. This project will be registered under LEED-CS Version 4,

which has more stringent criteria than the previous LEED edition (LEED-CS Version 2009). Under the more rigorous LEED Version 4 standards, the applicant anticipates achieving Certified level or higher. The Project Title 24 standards will be exceeded by at least 10%: the building will reduce energy consumption through the use of LED light fixtures, occupancy sensors and efficient air conditioning equipment. Water use will be reduced through the use of water-efficient landscaping, irrigation and plumbing fixtures. Potable water use will be significantly reduced through utilization of recycled water for landscaping. Recycled and low-emitting materials will be used wherever possible, and at least 75% of waste generated during construction will be diverted from landfills.

TENTATIVE PARCEL MAP 37304

A Tentative Parcel Map is requested to allow the consolidation of fourteen existing parcels into one parcel and three lettered lots, and to vacate all or portions of the rights-of-way of three unimproved streets: Golden View Drive, Johnson Avenue, and Via Verona Street. The Project also proposes the following street improvements:

- Markham Street from Perris Boulevard to Johnson Street will be improved with curb, gutter, and sidewalk on its southern side and 14 additional feet of asphalt;
- Perry Street along the Project site's frontage will be improved with curb, gutter, and sidewalk on its northern side and 36 feet of asphalt.

Water (potable and recycled) and sewer service are provided to the Project site from the Eastern Municipal Water District (EMWD). The proposed Project will likely require the extension of a recycled water pipeline along the Project's frontage within Perris Boulevard or Markham Street. Approximately one-half mile of 8-inch diameter domestic (potable) water pipeline will be constructed in Perry Street to connect to the terminus of an existing water pipeline. The Project applicant proposes to connect to the existing 10-inch diameter sanitary sewer service pipeline in Markham Street.

ENVIRONMENTAL IMPACT REPORT

An Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act for the Duke Warehouse at Perris Blvd and Markham Street Project and circulated for a 45-day public review period beginning January 31, 2018 and ending March 16, 2018. The EIR discusses the project's impacts associated with aesthetics, air quality, greenhouse gas emissions, cultural resources, hydrology and water quality, land use and planning, noise, traffic and circulation, and utilities and service systems. The EIR analysis determined that even with implementation of mitigation measures, significant environmental impacts will result from the construction and operation of the proposed Project, as follows:

- Air Quality – Long-term NO_x emission in excess of SCAQMD's regional significance threshold.
- GHG Emissions – GHG Emissions in excess of SCAQMD's recommended screening thresholds of 10,000 MTCO₂e/yr.

- **Traffic – Exceeding a level of service on freeway segments on I-215 in the Year 2040 condition.**

These impacts would be considered significant and unavoidable, and require the adoption of a Statement of Overriding Considerations if the project is to be approved. The Findings of Fact and the Statement of Overriding Considerations are included as an attachment in Resolution 18-10. This statement compares the benefits of the project with the unavoidable effects and finds the unmitigated impacts to be acceptable in view of the overriding considerations. Potential impacts related to all other topics analyzed in the EIR were found to be less than significant, or less than significant with the proposed mitigation measures incorporated.

PROJECT ALTERNATIVES CONSIDERED

In preparation for evaluating alternatives for the project, the applicant set forth objectives for the project which consists of the following:

- **Develop and operate a logistics center that takes advantage of existing City infrastructure and is adjacent to similar industrial logistics and distribution center uses.**
- **Develop and operate a logistics center that is in close proximity to March Inland Port, I-215/State Route 60 and Interstate 10, to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.**
- **Develop and operate a logistics center that takes advantage of visibility from Perris Blvd.**
- **Maximize efficient goods movement throughout the region by locating a logistics center in close proximity to the ports of Los Angeles and Long Beach, enabling trucks servicing the site to achieve a minimum of two roundtrips per day.**
- **Develop and operate a logistics center that meets industry standards for operational design criteria.**
- **Implement the Perris Valley Commerce Center Specific Plan through development of a land use allowed by the Industrial land use designation and consistent with the development standards and criteria relevant to the site and proposed use.**
- **Positively contribute to the economy of the City through new capital investment, creation of new employment opportunities, including opportunities for highly trained workers, and expansion of the tax base.**

As required by CEQA, the EIR provided four Alternatives, in addition to the proposed project. The four Alternatives consist of: Alternative 1) existing zoning of Business Professional Office and Light Industrial to remain with no development; Alternative 2) existing 35 acres of Business Professional Office zoning to remain and be developed in accordance with the land use designation, and the adjacent 17 acres of Light Industrial zoning to also be developed in accordance with the land use designation, yielding approximately 518,000 square feet of business park uses and 371,260 square feet of warehouse use; Alternative 3) reduce BPO zoning from 35 acres to approximately 7.1 acres along Perris Blvd. and develop with a 79,500 square foot business park, and develop the remaining 48 acres with a 1,034,760 square foot logistics warehouse building; and Alternative 4) reduce the project density by 30%, resulting in an approximately 832,900 square foot warehouse building. All of the following Alternatives were rejected as infeasible since they did not meet the goals of the project, although they were not

fully analyzed for approval purposes as previously stated:

Alternative 1: No Project/No Build. While most environmental impacts would be less than significant with Alternative 1, this Alternative would greatly underutilize the Project site and would not meet any of the Project objectives. Section 15126.6(f)(1) of the State CEQA Guidelines states that among the factors that may be taken into account when addressing the feasibility of alternatives, are site suitability and economic viability. Alternative 1 is neither suitable for the site nor economically viable. In the short-term this alternative may be feasible, however in the long-term it would be likely that the property would be developed in some manner. Therefore, Alternative 1 would not be realistic.

Alternative 2: No Project/No Zone Change/Specific Plan Development Alternative. Alternative 2 will develop the same Project site and generate more than twice as many passenger car trips as the proposed Project, so none of this alternative's environmental impacts would be decreased in comparison to the proposed Project. Alternative 2 does not reduce or eliminate the Project's significant and unavoidable impacts to air quality, GHG emissions, or transportation/traffic. Although Alternative 2 proposes business park and warehouse/logistics uses, this alternative satisfies the Project objectives associated with development and operation of a logistics center; however they are satisfied to a lesser degree than the proposed Project.

Alternative 3: BPO Fronting Perris Boulevard/Reduced Zone Change. Alternative 3 would develop the same Project site and generate approximately 51 percent more passenger car trips than the proposed Project, thus none of this alternative's environmental impacts would be decreased in comparison to the proposed Project. Alternative 3 does not reduce or eliminate the Project's significant and unavoidable impacts to air quality, GHG emissions, or transportation/traffic. Since Alternative 3 proposes a business park and a one million square foot logistics warehouse, this alternative satisfies most of the Project objectives, except for the objective of a logistics center with visibility from Perris Boulevard.

Alternative 4: Reduced Density. Alternative 4 reduces development by 30% in comparison to the proposed Project, so this alternative would have reduced impacts to air quality, GHG emissions, and transportation/traffic. Alternative 4 reduces GHG emissions to below SCAQMD's screening threshold but does not reduce the Project's significant and unavoidable impacts to air quality or transportation/traffic to a less than significant level. Although Alternative 4 meets most of the Project objectives, these objectives are met to a lesser degree than the proposed Project. This is due to the scarcity of sites of this size, the attendant land cost of sites of this size, and the low Inland Empire market lease rates for product of this type, unless site coverage reaches at least 45%. Alternative 4 reduces site coverage to 35 percent. The feasibility of the Reduced Density Alternative is further impacted by the loss of economies of scale in the construction of smaller buildings, which would drive the rate of return on the investment to below zero. Due to these factors, a reasonable developer would not risk developing the Reduced Density Alternative.

Comment Letters

During the DEIR review period, twelve (12) comment letters were received during review period from the following agencies and organizations:

Comment Letter	Name/Agency	Date
A	California Department of Transportation	February 5, 2018
B	Law Offices of Robert A. Stack	February 8, 2018
C	Department of Toxic Substances Control	March 6, 2018
D	Augustine Band of Cahuilla Indians	February 6, 2018
E	Riverside County Airport Land Use Commission	March 1, 2018
F	South Coast Air Quality Management District	March 14, 2018
G	Rincon Band of Luiseño Indians	March 14, 2018
H	City of Moreno Valley	March 7, 2018
I	Eastern Municipal Water District	March 12, 2018
J	Pechanga Temecula Band Of Luiseño Indians	March 16, 2018
K	Agua Caliente Band of Cahuilla Indians	March 20, 2018
L	State of California, Governor's Office of Planning and Research	March 19, 2018

Responses to comments were sent to the agencies and organizations that provided comments. A response to the comments from the State Clearinghouse was not required. The Responses to Comments, along with the comment letters, are included in Section 2 of this Final EIR. In accordance with the provisions of Public Resources Code Section 21092.5, the City has provided a written response to each commenting public agency no less than 10 days prior to the proposed certification date. In the process of responding to the comments, there were revisions to the text of the Draft EIR shown in both this section and in Section 3.0, Draft EIR Revisions, of the Final EIR. Although some of the comments resulted in clarification, enhancement or revision to the mitigation measures, none of the comments or responses constituted "significant new information" or met any of the conditions in Section 15088.5 of the State CEQA Guidelines that would require recirculation of the Draft EIR. The DEIR and the FEIR have been available for public review at the Development Services public counter, and on the City's website.

Mitigation Monitoring and Reporting Plan

A Mitigation Monitoring and Reporting Program was prepared for the potential impacts that require mitigation and is contained in Section 4 of the Final EIR. Findings for Certification of the Environmental Impact Report No. 17-05100 and adoption of the Statement of Overriding Considerations, and approval of Specific Plan Amendment No. 17-05074, Tentative Parcel Map (TPM) 37304 (Case No. 17-05060), and Development Plan Review (DPR) 17-00002 are contained in Resolution 18-10 prepared for this project.

AIRPORT LAND USE COMMISSION

The project site is within Airport Overlay Zone D, and the proposed Project Specific Plan Amendment requires review and a consistency determination by the Airport Land Use Commission. Zone D is a Flight Corridor Buffer intended to protect areas where aircraft may fly at or below 3,000 feet above the airport elevation at takeoff or landing. It includes locations near primary flight paths that are subject to aircraft noise loud enough to be disruptive, and may include occasional direct over flight. Accident potential risks in this zone are considered low.

The project was heard by the Airport Land Use Commission (ALUC) on May 11, 2017, who determined the Project was consistent with the 2014 March ARB/Inland Port Airport Land Use Airport Overlay Plan (ALUCP). The ALUCP guidelines are intended to protect flight paths and minimize impacts to residents and employees within the subject area. ALUC recommended standard conditions for the project.

Subsequently, ALUC identified changes between the project case numbers used for their hearing on May 11th and the DEIR, and requested a rehearing of the Duke Warehouse at Perris Blvd. and Markham Street Project on April 12, 2018. The Project was again found consistent with the March ARB/Inland Port Airport Land Use Airport Overlay Plan (ALUCP), and the same standard conditions were recommended for the project. The applicant agrees to all the conditions recommended by the Airport Land Use Commission.

FINDINGS

The following findings are recommended to the Planning Commission and City Council for project approval.

Specific Plan Amendment 17-05074

1. *The Specific Plan is consistent with the General Plan Land Use Map and applicable General Plan objectives, policies, and programs.*

The PVCCSP sets specific goals to achieving the vision established by the Perris General Plan Policy III.A which states, "Commerce and industry to provide jobs for residents at all economic levels" with Policy III.A adding: "Accommodate diversity in the local economy". The proposed Light Industrial land use and operation will help to insure that adequate jobs are available at all skill levels of employment in the City of Perris. The pay for warehouse jobs ranges from minimum wage to above \$50 per hour. Many warehouse jobs are available to City of Perris residents at any time, and public transportation is also available. Employees living close to this area would have the option to bicycle to work, and bicycle racks are a mandatory requirement for the Project.

2. *The Specific Plan Amendment provides adequate text and diagrams to address the following issues in detail:*

- a. The distribution, location, and extent of the uses of land, including open space, within the area covered by the Plan.*

The proposed Specific Plan Amendment is a logical extension of the existing Light Industrial zoning pattern to the east and west, which are developed with similar warehouse facilities. To the west is the 700,000 square foot Ross distribution center, at the southwest corner of Perris Blvd. and Markham Street, completed in 2013. To the east is the 460,000 square foot Markham East cross-dock warehouse, currently under construction at the southwest corner of Markham Street and Redlands Avenue. The provision for open space is not applicable to industrial or business park development, and there is no land set aside for parks in the PVCCSP. However, park fees have been adopted for industrial development, and will be collected at issuance of building permits for an industrial project in the PVCCSP to pay for renovation and expansion of parks that, through their attraction of workers, may indirectly contribute to population growth in the City and necessitate additional park construction.

- b. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the Plan area and needed to support the land uses described in the Plan.*

The Specific Plan contains an Infrastructure Plan for major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities. The Infrastructure Plan identifies necessary improvements for development. Since Light Industrial is a less intense use than Business Professional Office, the infrastructure plan is designed to accommodate the proposed land use change.

The PVCCSP Amendments will modify Figure 2.0-1 Specific Plan Land Use Designation, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 35 acres from Business Professional Office (BPO) to Light Industrial (LI) for the properties bound by Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north. In addition, all appropriate exhibits will be updated to reflect the vacation of three unimproved paper streets on the property: Goldenview Drive, Johnson Avenue, and Via Verona Street between Markham Street to the north and Perry Street to the south.

- c. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*

The Specific Plan contains standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources. An Environmental Impact Report with a Mitigation, Monitoring and Reporting Plan (MMRP) was prepared for the Project and adequately

provides for the conservation, development, and utilization of natural resources, as applicable, and the proposed Specific Plan Amendment is subject to compliance with these requirements.

- d. A program of implementation measures including regulation, programs, public works projects, and financing measures necessary to carry out the provisions contained in paragraphs a, b, and c above.*

Development under the proposed land use change will require implementation measures including regulation, programs, public works projects, and financing measures necessary to carry out the provisions contained in paragraphs a, b, and c above.

Tentative Parcel Map 37304 (TPM 17-05060)

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

The proposed tentative parcel map has been review by the City Engineer's Department and the Planning Department to insure compliance with the city codes and all other applicable regulations, subject to the land use change proposed by SPA 17-05074 that would amend the PVCCSP by changing 35 of the 55-acre site from Business Professional Office to Light Industrial to build the large warehouse project. The proposed map would consolidate fourteen smaller parcels into one parcel and three lettered lots, and vacate all or portions of the rights-of-way of three unimproved streets on the property. All necessary, roadway improvements adjacent to the property will be constructed along with payment of development impact fees are required for the project to support the extension of utility infrastructure, builds roads, and improve the freeway interchanges at Harley Knox Blvd and Ramona Expressway

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

The 55-acre map site is relatively flat, with a gentle regional slope downwards to the east-southeast, and is situated at an elevation approximately 1,450 feet above mean sea level. The proposed change to the PVCCSP land use designation from Business Professional Office to Light Industrial would reduce the overall density and intensity of the use on the Project site.

The 2014 March ARB/Inland Port Airport Land Use Airport Overlay Plan (ALUCP) provides guidelines that are intended to protect flight paths and minimize impacts to residents and employees within the subject area. PVCCSP Chapter 12, Airport Overlay Zones, indicates the project site is located within Zone D, which is a Flight Corridor Zone subject to occasional disruptive noise incidents. The project required a hearing before the Riverside County Airport Land Use Commission (ALUC) to determine its consistency with the ALUCP. On April 12, 2018, ALUC determined the Project was consistent with the 2014 March ARB/Inland Port ALUCP, and requested standard conditions be applied to the project. The applicant agrees to all the

conditions recommended by the Airport Land Use Commission, which are found in the Planning Conditions of Approval.

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

Pursuant to the California Environmental Quality Act and the Guidelines for Implementation of the California Environmental Quality Act, an EIR was prepared for the Project that determined that less than significant impacts to wildlife and their habitat would occur as a result of the Project with implementation of the MMRP. The map site consists of vacant land consisting of mixed tilled soils and overgrown vegetation. The Project site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) adopted by the City of Perris. Vegetation types at the Project site consist primarily of ruderal and disturbed vegetation. The site generally provides low quality habitat for wildlife and no sensitive wildlife species were documented at the Project site. The Project site is not located within any designated MSHCP "Criteria Area" cells, and it is not within a "Core" or "Linkage" area. No Riparian/Riverine areas or vernal pools are located within or adjacent to the Project site or off-site impact areas.

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

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

- Air Quality – Long-term NO_x emission in excess of SCAQMD's regional significance threshold.
- GHG Emissions – GHG Emissions in excess of SCAQMD's recommended screening thresholds of 10,000 MTCO₂e/yr.
- Traffic – Exceeding a level of service on freeway segments on I-215 in the Year 2040 condition.

These impacts are considered significant and unavoidable, and require the adoption of a Statement of Overriding Considerations if the project is to be approved. The Findings of Fact and the Statement of Overriding Considerations are included as an attachment in Resolution 18-10. This statement compares the benefits of the project with the unavoidable effects and finds the unmitigated impacts to be acceptable in view of the overriding considerations.

Potential impacts related to all other topics analyzed in the EIR were found to be less than significant, or less than significant with the proposed mitigation measures incorporated. The EIR prepared for the PVCCSP prior to its adoption in 2012 includes various mitigation measures to ensure that Projects located within the

PVCCSP planning area identify air quality impacts from construction and operation and mitigate any potential impacts appropriately. Project-specific and relevant mitigation measures from the PVCCSP EIR and as recommended by responding agencies to the City's request for comments during stages of the EIR preparation were applied to the Project by the MMRP to address both potential regional and local air quality impacts.

Development Plan Review

1. *The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, any applicable Specific Plans, the purposes and provisions of this Title, the purposes of the Zone in which the site is located, and the development policies and standards of the City.*

The proposed site development was reviewed by City staff and determined to be in compliance with all applicable provisions of the General Plan, Perris Valley Commerce Center Specific Plan (PVCCSP), and the Zoning Code. The development standards for Light Industrial development including use, setbacks, height of buildings, lot coverage, architecture, lighting and landscaping are provided by the PVCCSP, with parking regulations contained in Chapter 19.69 of the Zoning Code. Staff determined the proposed project meets or exceeds all development standards of the Specific Plan for Light Industrial land use. In addition, the project has been deemed consistent with the 2014 March ARB/Inland Port Airport Land Use Compatibility Plan, and is consistent with the requirements of the Multiple Species Habitat Conservation Plan (MSHCP). The project has been conditioned as necessary to ensure compliance with all PVCCSP and Zoning regulations.

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

See Finding No. 2 under **Tentative Parcel Map 37304.**

3. *The proposed development and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.*

The proposed Duke Warehouse at Perris Blvd. and Markham Street Project and its operations is compatible with abutting properties, and will not be detrimental to the public health, safety or welfare. The adjacent use to the east is also a distribution warehouse facility, and across Perris Blvd. to the west, is the Ross Distribution Center. These are appropriate uses within the Light Industrial Zone. To the north is vacant land designated as Business Park and Light Industrial, and to the south, the land is designated as Commercial.

The Project is subject to approval of Specific Plan Amendment by the City Council to

change the zone of 35 acres of land from Business Professional Office (BPO) to Light Industrial (LI). The proposed project meets or exceeds all development standards of the Specific Plan for Light Industrial land use, and almost all of the development standards for the BPO designation. Other than lot size and lot dimensions, the most significant difference between BPO and LI zoning under the PVCCSP is the front building setback (reduced by five feet for arterial and local streets) and side yard setback adjoining residential development, and onsite landscaping coverage. The location of the Project on both Perris Blvd and Markham Street require compliance with the Visual Corridor requirements of the PVCCSP, so enhanced architecture, site design, and landscaping have been provided for the project. The building architecture has been significantly upgraded to look more "Business Park". The landscaping surrounding the site is lush, and truck courts are completely hidden by screen walls. The proposed Project is a step up from typical LI development and will provide a visual transition from commercial uses to the south and future BPO development to the north along Perris Blvd.

Although the use as a large warehouse building is not permitted in BPO zoning, the intensity of the proposed use is less than it would be with business park development. In a business park scenario, there would be significantly more passenger car activity at the site, and more parking area would be needed to accommodate passenger vehicle parking on the site; for a warehouse, the traffic impacts are from trucks, and trucks are required to avoid the commercial areas south from the site on Perris Blvd. and are directed west and north along PVCCSP industrial corridors to Harley Knox Blvd. and the I-215 Freeway. Furthermore, the mitigation measures provided with the EIR prepared for the Project will ensure the Project will not be detrimental to the public health, safety or welfare.

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

As stated above, the proposed architecture exceeds PVCCSP design standards for Light Industrial development, and thereby protects the character of adjacent development, including future commercial development to the south. The Project is adjacent to similar development to the west and east, and the location of the Project requires compliance with the Visual Corridor requirements of the PVCCSP. Enhanced architecture, site design, and landscaping have been provided for the project to ensure that it resembles the transitional zoning of BPO for better integration with the variety of uses found along Perris Blvd. The proposed architecture exceeds the design standard for LI development by providing more window glazing, better design elements, significant articulation of the building facade and the roofline. The building design features symmetry and balance with enhanced architectural treatments at the corners and intermittently along the façade. The proposed color palette and materials feature sophisticated and complex color tones ranging from creamy beige to darker, subtle taupe tones accented by rich mahogany red tones. High quality materials that include smooth travertine tile and natural rough-hewn ledgerstone veneer create a focal point at the center of the building. The use of bronze, non-reflective glazing is consistent with business office design and used at the office corners facing Perris Blvd.

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

The PVCCSP requires landscaping to be provided at a minimum rate of 12% for the Light Industrial zone and 15% for the Business Professional Office zone. The proposed Specific Plan Amendment would change the entire site to Light Industrial zoning. The conceptual landscape plan proposes a total of 306,352 square feet of onsite landscaping for the Project, which is 12.9% of the overall site area. Along the street frontage of the project, enhanced landscaping with three layers of trees are proposed along Perris Blvd. and Markham Street, in compliance with their PVCCSP designation as visual corridors. Perry Street will feature eighty (80) 24-inch box London plane trees spaced approximately 20 feet apart. Emphasis has been placed on enhanced landscaping at all project entries to promote a business park feel. Multi-level landscape materials and three-foot landscaped berms on Perris Blvd. and Markham Street will enhance the public view of the site from Perris Blvd. and the highly visible corners at Perry Street and Markham Street. The right of way landscaping also features large attractive street trees spaced 30 feet apart or less. The abundance of landscaping on and offsite provides the public with a rich streetscape.

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

The City of Perris standard project review practices, compliance with state and local best planning practices, and preparation of the EIR, the safeguards necessary to protect the public health, safety and general welfare have been provided for the proposed project.

RECOMMENDATION

ADOPT Resolution No. 18-10 recommending to the City Council 1) Certification of EIR 17-05100 (State Clearinghouse No. 2017081059) and 2) Adoption of a Statement of Overriding Considerations; 3) Approval of Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304), and Development Plan Review 17-00002 to facilitate the construction of a 1,189,860 square foot high cube warehouse building on 55 acres at the southeast corner of Perris Blvd. and Markham Street, subject to the Conditions of Approval.

EXHIBITS:

- A - Conditions of Approval (Planning, Engineering, Fire Safety Consultant)
- B - Vicinity Map
- C - Aerial Map
- D - Revised Pages in Specific Plan Amendment No. 9 (Existing and Proposed)
- E - Reduced Site Plan and Elevations
- F - Project Alternatives
- G - Mitigation Monitoring and Reporting Plan
- H - Resolution 18-10
- I - Statement of Facts and Findings and Statement of Overriding Considerations

- J - Draft CC Resolution No. (Next in Order) certifying the EIR
- K - Draft CC Resolution No. (Next in Order) approving the DPR & TPM
- L - Draft CC Ordinance No. (Next in Order) approving the SPA

Updated PVCCSP and Environmental Impact Report on File with the Planning Department and available online: <http://www.cityofperris.org/city-hall/departments/development/planning.html>

**CITY OF PERRIS
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT**

CONDITIONS OF APPROVAL

Environmental Impact Report (EIR) 17-05100

Specific Plan Amendment (SPA) 17-05074

Tentative Parcel Map (TPM) 17-05060

Development Plan Review (DPR) 17-00002

Special Planning Commission: May 9, 2018

Project: EIR 17-05100, SPA 17-05074, TPM 37304/#17-05060, and DPR 17-00002 – Proposal to develop a 1.2 million square-foot warehouse building on 55 acres with a proposed Specific Plan Amendment to change the land use designation of westernmost 35 acres of site from Business-Professional Office (BPO) to Light Industrial (LI); a Tentative Parcel Map to consolidate 14 existing parcels and vacate all or parts of three unimproved streets, and a Development Plan Review to analyze the proposed site plan and architectural elevations. The Project is located on Perris Blvd., south of Markham Street, north of Perry Street, and west of Redlands Avenue within the Perris Valley Commerce Center (PVCC) Specific Plan area. **Applicant: Duke Realty**

GENERAL CONDITIONS:

1. **Environmental Impact Report Mitigation Monitoring Program.** The project shall fully comply with all provisions of the adopted Mitigation Monitoring and Reporting Program (MMRP) of the certified Environmental Impact Report (SCH NO. 2017081059). The Mitigation Monitoring and Reporting Program (MMRP) Checklist is attached to reduce potential traffic, noise, and air quality impacts, and shall be implemented in accordance with the timeline, reporting and monitoring intervals listed.
2. **Specific Plan Compliance.** The project shall conform to the Light Industrial (LI) zone standards of the Perris Valley Commerce Center Specific Plan (PVCCSP).
3. **Future Obligation of Buyers and Lessees.** All future buyers and lessees shall be informed of their obligation to comply with these Conditions of Approval. The applicant shall provide a copy of these conditions and inform the buyer or lessee of their obligation to maintain compliance with all local and City ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.
4. **Phasing.** Any phasing plan shall be reviewed and approved by the Development Services Department and the City Engineer. Each phase of the project shall provide adequate drainage and at least two points of paved access to both lots.
5. **Expansion of Use.** No expansion of the site or the use shall occur without subsequent reviews and approvals from the Planning Division.
6. **Conformance to Approved Plans.** Development of the project site, building elevations, and conceptual landscaping shall conform substantially to the set of plans recommended for approval by the Planning Commission to the City Council on May 9, 2018, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.

ATTACHMENT - A

CITY OF PERRIS
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

CONDITIONS OF APPROVAL

Environmental Impact Report (EIR) 17-05100

Specific Plan Amendment (SPA) 17-05074

Tentative Parcel Map (TPM) 17-05060

Development Plan Review (DPR) 17-00002

Special Planning Commission: May 9, 2018

Project: EIR 17-05100, SPA 17-05074, TPM 37304/#17-05060), and DPR 17-00002 – Proposal to develop a 1.2 million square-foot warehouse building on 55 acres with a proposed Specific Plan Amendment to change the land use designation of westernmost 35 acres of site from Business-Professional Office (BPO) to Light Industrial (LI); a Tentative Parcel Map to consolidate 14 existing parcels and vacate all or parts of three unimproved streets, and a Development Plan Review to analyze the proposed site plan and architectural elevations. The Project is located on Perris Blvd., south of Markham Street, north of Perry Street, and west of Redlands Avenue within the Perris Valley Commerce Center (PVCC) Specific Plan area. **Applicant: Duke Realty**

GENERAL CONDITIONS:

1. **Environmental Impact Report Mitigation Monitoring Program.** The project shall fully comply with all provisions of the adopted Mitigation Monitoring and Reporting Program (MMRP) of the certified Environmental Impact Report (SCH NO. 2017081059). The Mitigation Monitoring and Reporting Program (MMRP) Checklist is attached to reduce potential traffic, noise, and air quality impacts, and shall be implemented in accordance with the timeline, reporting and monitoring intervals listed.
2. **Specific Plan Compliance.** The project shall conform to the Light Industrial (LI) zone standards of the Perris Valley Commerce Center Specific Plan (PVCCSP).
3. **Future Obligation of Buyers and Lessees.** All future buyers and lessees shall be informed of their obligation to comply with these Conditions of Approval. The applicant shall provide a copy of these conditions and inform the buyer or lessee of their obligation to maintain compliance with all local and City ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.
4. **Phasing.** Any phasing plan shall be reviewed and approved by the Development Services Department and the City Engineer. Each phase of the project shall provide adequate drainage and at least two points of paved access to both lots.
5. **Expansion of Use.** No expansion of the site or the use shall occur without subsequent reviews and approvals from the Planning Division.
6. **Conformance to Approved Plans.** Development of the project site, building elevations, and conceptual landscaping shall conform substantially to the set of plans recommended for approval by the Planning Commission to the City Council on May 9, 2018, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.

ATTACHMENT - A

7. **Approval Period for Development Plan Review 17-00002.** In accordance with P.M.C. Section 19.50.080, Expiration and Extension of Time, this approval shall expire three (3) years from the date of Planning Commission approval. Within three years, the applicant shall demonstrate the beginning of substantial construction as contemplated by this approval, which shall thereafter be diligently pursued to completion or substantial utilization. If this does not occur, a maximum of three (3) one-year extensions may be requested. A written request for extension shall be submitted to the Planning Division at least ten (10) days prior to the initial (and any subsequent extension) expiration of the Development Plan Review.
8. **Approval Period for Tentative Parcel Map.** In accordance with the Subdivision Map Act, the recordation of the final map shall occur within two (2) years from the Planning Commission approval, unless an automatic extension is granted by the State of California. The applicant may apply for a maximum of five (5) one-year extensions, to permit additional time to record the final map. A written request for an extension shall be submitted to the Planning Division at least thirty (30) days prior to the initial (and any subsequent extensions) expiration of Tentative Parcel Map approval.
9. **Building Official/Fire Marshal.** The project shall adhere to all requirements of the Building Official/Fire Marshal. Fire hydrants shall be located on the project site pursuant to the Fire Marshal, and a fire access and fire underground plan shall be submitted for approval prior to submittal of construction drawings. Water, gas, sewer, electrical transformers, power vaults and separate fire/water supply lines (as applicable) shall be shown on the final set of construction plans.
10. **ADA Compliance.** The project shall conform to all disabled access requirements in accordance with the State of California, Title 24, and Federal Americans with Disabilities Act (ADA).
11. **City Engineer.** The project shall adhere to the requirements of the City Engineer as indicated in the attached Engineering Conditions of Approval dated **March 26, 2018**. On and off-site improvement plans shall be submitted for review and approval by the City Engineer.
12. **Indemnification.** The developer/applicant shall indemnify, protect, defend, and hold harmless, the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City concerning this project. The City shall promptly notify the applicant of any claim, action, or proceeding for which indemnification is sought, and shall further cooperate fully in the defense of the action.
13. **Southern California Edison (SCE).** The developer/owner shall contact Southern

California Edison SCE area service planner (951 928-8323) to complete the required forms prior to commencement of construction. No grading permits shall be issued until a letter from SCE is received by the City Engineer indicating electrical service will be placed underground.

14. **Waste Hauling and Disposal.** The project shall use only the City-approved waste hauler for all construction and other waste disposal.
15. **Property Maintenance.** The project shall comply with the Perris Municipal Code Chapter 7.42 regarding Property Maintenance. The site shall be maintained graffiti-free state at all times. Any graffiti located on the site shall be removed within 48 hours.
16. **On-site & Off-site Utilities.** All utilities attached to buildings, including meters and utility boxes, shall be painted to match the wall of the building to which they are affixed. These facilities shall also be screened from the public right-of-way by landscaping or physical barrier such as a wall.
17. **Performance Standards.** The applicant shall comply with all Performance Standards listed in Chapter 19.44.070.
18. **Glazing.** Highly-reflective glass shall not be used for architectural elevations.
19. **Roof Parapets.** The height of the roof parapet shall fully screen any roof-mounted equipment. All vent pipes and similar devices shall be painted to match the building.
20. **Downspouts.** Exterior downspouts are not permitted on building elevations facing the public right of way. Interior downspouts are required for these elevations.
21. **Payment of Fish and Game Fee.** Within three (3) days of Planning Commission approval, the applicant shall submit a check to the City Planning Division, payable to "Riverside County Clerk-Recorder", in the amount of \$3,218.00 for payment of State Fish and Game fees and the County documentary handling fee. In accordance with Section 711.4 of the State Fish and Game Code, no project shall be operative, vested, or final until the filing fees have been paid.
22. **Signage.** The project approval does not include signage. All monument signage is required to include the Perris Valley Commerce Center logo (per PVCCSP Chapter 4.2.5). Any proposed wall or monument sign will require a sign application and shall be reviewed and approved by the Planning Division prior of building permit issuance.
23. **Preliminary Water Quality Management Plan (PWQMP) 17-00002.** A Preliminary WQMP was prepared for the proposed project site. All PWQMPs were determined to be in substantial compliance, in concept, with the Riverside County WQMP Manual requirements. Additional Engineering Department review is required to determine if the proposed retention basin is adequately sized to meet the minimum 100 year storm event volumes. The following conditions apply:

- a. The development shall be subject to all provisions of City of Perris Ordinance Number 1194, which establishes stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.
 - b. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the infiltration basin, self-retaining landscaping and trash enclosure. The Public Works Department shall review and approve the final WQMP text, plans and details.
24. **Final Water Quality Management Plan (FWQMP).** To mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from the long-term operation of the project, the applicant shall develop, receive approval from the City, and implement a FWQMP. The FWQMP shall contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the Preliminary WQMP and developed in compliance with the MS4 permit. The FWQMP shall specifically identify pollution prevention, source control, treatment control measures, and other Best Management Practices (BMPs) that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. The FWQMP shall substantially comply with site design, source control and treatment control BMPs proposed in the approved Preliminary Water Quality Management Plan (PWQMP).
25. **Construction Practices.** To reduce potential traffic, noise, and air quality impacts, the mitigation measures listed in the EIR Mitigation Monitoring and Reporting Plan (MMRP) shall be listed and included with the "General Notes" on the construction drawings, and implemented in accordance with the timeline, reporting and monitoring intervals listed in the MMRP.
26. **Vehicle Parking.** Parking for high-occupancy vehicles (HOV) and rideshare vans, and for High-Efficiency Vehicles (HEV) and other fuel-efficient vehicles shall be provided as required by the Mitigation Monitoring and Reporting Plan (MMRP). Design of parking stalls shall comply with PMC 19.69.030C.5b (double-striping). All designated parking stalls shall be marked as required.
27. **Employee Amenities.** The following amenities are required for the Project:
- a. Indoor 2,500 to 3,000 square foot gymnasium with exercise equipment and locker facilities
 - b. Outdoor sand volleyball or bocce ball court
 - c. Outdoor half-court basketball court
 - d. Outdoor shaded break areas in two locations near offices
28. **LEED Certification.** The building shall be designed to achieve the equivalent of LEED™ "Certified" rating under the US Green Building Council 2012 Core and Shell Development standards, and would be built in compliance with those plans. The design,

construction, and operation of the proposed building would incorporate a series of green building strategies to achieve this certification level.

PRIOR TO THE ISSUANCE OF GRADING PERMITS

29. **Precise Grading Plans.** Precise grading plans shall be submitted to the City Engineer for review and approval. Grading plans shall be consistent with approved development plans.
30. **Traffic Control Plan.** A Traffic Control Plan shall be submitted for approval to the City Engineer.

TPM 37304 - FINAL MAP RECORDATION

31. **Application.** The Final Map application shall be submitted to the Planning Division with payment of appropriate fees for review and approval, concurrently with the application to the City Engineer. The Final Map application shall include all necessary road dedications, appropriate easements and street vacations.
32. **Map Recordation.** Prior to recordation of the Final Map, the developer shall obtain the following clearances, approvals or actions:
 - a. Verification from the Planning Division that all pertinent conditions of approval have been met, as mandated by the Perris Municipal Code.
 - b. The landowner shall convey an avigation easement to the March Inland Port Airport Authority. Contact the March Joint Powers Authority at (951) 656-7000).
 - c. Any other required approval from an outside agency.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

33. **Final Parcel Map Submittal.** Prior to the issuance of the first building permit, Tentative Parcel Map 37304 shall be submitted for Final Map approval to the Planning Department and the City Engineer's Department, and be recorded with the County of Riverside, with proof of recording provided to the City Planning Division and Engineering Division. The Final Map shall conform substantially to the approved Tentative Map.
34. **Landscaping Plans.** Prior to issuance of building permits, three (3) copies of Construction Landscaping and Irrigation Plans shall be submitted to the Planning Division for approval accompanied by the appropriate filing fee. The plans shall be prepared by a California-registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code. The location, number, genus, species, and container size of the plants shall be shown. The following treatments, consistent with the conceptual landscape plan or as conditioned herein, are required:
 - a. **Water Quality Basins and Large Swales.** Tiered landscaping with mature trees (24" to 36" box) shall be planted in these areas, including berms.
 - b. **Accent Landscaping.** Large trees (24" to 36" box) shall be included in the landscape design at all driveway entrances to the project site
 - c. **Passenger Vehicle Parking Areas.** A minimum of 30% of trees shall be 36-inch box or larger in passenger vehicle parking areas. Also, a minimum of one 24-inch

box tree per 6 parking stalls shall be provided.

- d. **Parking Area Berms at Right of Way.** A minimum 4-foot high landscaped berm is required to screen all non-truck parking areas from view of the Perris Blvd. and Markham Street public-right-of-ways.
 - e. **Landscape Berms at Screen Wall.** Screen walls along Markham Street shall include a minimum 6-foot high 4:1 sloped landscape berm to visually reduce the screen wall height to eight feet or less.
 - f. **Street Trees.** All street trees within the public right of way on Perris Blvd., Markham Street and Perry Street shall be 24-inch box size or larger, and planted a maximum of 30 feet on center within the parkway.
 - g. **Employee Amenity Areas.** Outdoor employee break areas shall be landscaped to include shade trees and shade structures architecturally similar in colors and materials to the warehouse building.
 - h. **Enhanced Pavement.** Decorative pavement treatments (accent colors, textures, and patterns) should be used for driveway entrances and pedestrian pathways.
 - i. **BMPs for Water Quality.** All BMPs (vegetated swales, detention basins, etc.) shall be indicated on the landscape plans with appropriate planting and irrigation.
 - j. **Water Conservation.** Rain sensing override devices and soil moisture sensors shall be required on all irrigation systems. Landscaping shall comply with Zoning Code Chapter 19.70 (www.cityofperris.org) for mandated water conservation.
 - k. **Maintenance.** All landscaping shall be maintained in a viable growth condition.
 - l. **Landscape Inspections.** The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for final landscape inspection after installation of all landscaping and irrigation system is completely operational. Before calling for a final inspection, the City's "Certificate of Compliance" form shall be completed and signed by the designer/auditor responsible for the project, and submitted to the project planner. The project planner shall sign off the "Certificate of Compliance" to signify code compliance and acceptance.
35. **Screen Walls and Fencing.** Decorative screen walls shall screen views into truck courts from the public right of way (Markham Street and Perry Street) and adjacent uses. Plans and details for the screen walls shall be included in the landscape plan check submittal package for review and approval by the Planning Division. The following shall apply:
- a. **Decorative Screen Walls.** Decorative screen walls along Markham Street and Perry Street shall be 14 feet in height with landscaped berm, incorporate pilasters every 100 linear feet and include a decorative cap, subject to the review and approval of the Planning Division.
 - b. **Interior Walls.** The 14-foot tall screen walls shall return from both Markham Street and Perry Street frontage to the easternmost interior property boundary a minimum of 120 feet, and then may step down to minimum 8-foot high tubular steel fencing before stepping up to the 14-foot return for 120 feet approaching Perry Street.
 - c. **Additional Screen Wall Required.** A 14-foot tall screen wall shall be added at the northeast corner of the northeast office corner to extend east as far as necessary to screen the truck and trailer storage area to the north from Perry Street.

- d. **Gates.** All tubular steel gates in public view shall be a minimum of nine feet in height, and be screened by a high quality view-obscuring material, subject to Planning review and approval.
 - e. **Graffiti.** All block/tilt-up walls shall be treated with a graffiti-resistant coat.
 - f. **Knox boxes** are required for all gates, and shall be approved by the Fire Marshal and issued by the Building Division.
36. **Building Plan Requirements.** The following shall be shown on the building plan check set for Planning staff review and approval:
- a. **Charging Stations.** The applicant shall install two charging stations for light-duty vehicles, and the station locations and specifications shall be included on the building plans.
 - b. **Parking stalls** for passenger vehicles shall be striped in accordance with Chapter 19.69.030C.5b of the Zoning Code (double striping).
37. **Site Lighting Plan.** A site lighting plan shall be approved that complies with the City's Outdoor Lighting Regulations and Mount Palomar Observatory's Dark Sky Ordinance. The lighting plan shall include photometrics, fixture details and light standard elevations. High efficiency fixtures with full-cut off shields shall be used to prevent light and glare above the horizontal plane of the bottom of the lighting fixture. At least one foot-candle of light shall be provided in all parking lot and pedestrian areas for safety and security.
38. **March Air Reserve Base.** As required by the Perris Valley Commerce Center Specific Plan, the following measures shall be implemented to address the project's location within Airport Overlay Zone D:
- a. Prior to issuance of building permits, the landowner shall have conveyed an aviation easement to the March Inland Port Airport Authority.
 - b. Any outdoor lighting installed shall be shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
 - c. The following uses shall be prohibited:
 - i) Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - ii) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - iii) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower and row crops, trash transfer stations that are open on one or more sides, recycling centers contain putrescible wastes, construction and demolition debris facilities, and incinerators.)
 - iv) Any use that would generate electrical interference that may be

detrimental to the operation of aircraft and/or aircraft instrumentation.

- d. A "Notice of Airport in the Vicinity" shall be provided to all potential purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
 - e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.
 - f. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communication could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 - g. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 - h. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
39. **Construction Plans.** All Planning Division and Engineering Department Conditions of Approval, proposed employee amenities, and the Mitigation Monitoring Plan shall be reproduced in full on construction drawings and grading plans, immediately following the cover sheet of such plans. Each Condition shall be annotated on the construction plans for ease of reference (i.e., sheet and detail numbers).
40. **Fees.** The developer shall pay the following fees prior to the issuance of building permits:
- a. Stephen's Kangaroo Rat Mitigation Fees of \$500.00 per acre;
 - b. Multiple Species Habitat Conservation Plan fees currently in effect;
 - c. Current statutory school fees to all appropriate school districts;
 - d. Any outstanding liens and development processing fees owed to the City;
 - e. Appropriate Road and Bridge Benefit District fees.
41. **City Assessment and Community Facilities Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The developer shall complete all actions required to complete such annexation prior to issuance of a Certificate of Occupancy. This condition shall apply only to districts existing at the time the project is approved (or all requirements have been met for a certificate of occupancy, as applicable). Such districts may include but are not limited to the following:
- Landscape Maintenance District No. 1;
 - Flood Control Maintenance District No. 1;
 - Maintenance District No. 84-1;
 - North Perris Road and Bridge Benefit District; and

PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:

42. **Final Inspection.** The applicant shall obtain occupancy clearance from the Planning Division by scheduling a final Planning inspection after final sign-offs from the Building Division and Engineering Department. Planning Staff shall verify that all Conditions of Approval have been met.
43. **Bicycle Lanes.** Appropriate Striping for Class II Bicycle Lanes shall be provided on Perris Boulevard and Markham Street according to the Trails Master Plan subject to the approval of the Planning Division and the City Engineer's office.
43. **Occupancy Clearance.** The applicant shall have all required paving, parking, screen walls, colors and materials (per approved elevation plans), site lighting, landscaping and automatic irrigation installed and in good condition.
44. **Off-site Landscaping Plans.** Similar to onsite landscape submittal, three copies of conceptual Construction Landscaping and Irrigation Plans shall be submitted to the Planning Division accompanied by the appropriate filing fee. These plans will be forwarded to Public Works Administration for review and approval. The landscape plans shall be prepared by a California-registered landscape architect and conform to the requirements of Chapter 19.70 of the Zoning Code. The location, number, genus, species, and container size of the plants shall be shown. This landscape plan shall be titled "LMD Conceptual Off-site Landscape Plan 17-00002" and exclude private on-site landscaping, unless intended to be included in landscape easement and annexation. The Conceptual Landscape Plan shall include but not be limited to:
 - a. **Landscape Limits** – Limits of right-of-way areas or easement areas, defined by concrete mow curb and fully dimensioned, to be annexed into the Landscape Maintenance District. A planting palette and hardscape plan intended to meet the design intent of the Landscape Guidelines in effect for the area, or if no such guidelines exist, the design intent of neighboring development as determined by the Engineering Administration and Special Districts Division.
 - b. **Irrigation** – A list of irrigation system components intended to meet the performance, durability, water efficiency, and anti-theft requirements for Special District landscape areas as determined by the Engineering Administration and Special Districts Division. Components shall include, but not be limited to Salco or GPH flexible PVC risers, an ET based controller with weather station (Hunter or equal), Sentry Guard Cable Guard and Union Guard, and backflow Wilkens Model 375 (or equal) (if one is not already in place).
 - c. **Benefit Zone Quantities** – Include a Benefit Zone quantities table (i.e., SF of planting areas, turf, number of trees, SF of hardscape, etc.) in the lower right hand corner of the cover sheet for off-site landscape areas, indicating the amount of landscaping the district will be required to maintain.
 - d. **Meters** – If landscape system will be separate from on-site meter water and power, provide new water meter and electrical service. If system is separate, system and accounts to be turned over to landscape district, and district will assume costs for water and power. Each district is required to be metered separately. Show locations of

water and electrical meter for landscape district.



CITY OF PERRIS

HABIB MOTLAGH, CITY ENGINEER

CONDITIONS OF APPROVAL

P8-1307

March 26, 2018

Developer Plan Review 17-00002, PM 37304

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the developer provide the following street improvements and/or road dedication in accordance with the City of Perris Municipal Code Title 18. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. These Ordinances and the following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary and to describe the conditions for a complete design of the improvements. Unless otherwise noted, all offsite improvements for Phase I as conditioned shall be installed prior to issuance of any occupancy permits. All questions regarding the true meaning of the conditions shall be referred to the City Engineer's office.

1. This project is located within the limits of the Perris Valley area drainage plan for which drainage fees have been adopted. Drainage fees shall be paid to the City of Perris prior to issuance of a permit. Fees are subject to change and shall be in the amount adopted at the time of issuance of the permit.
2. The project's grading shall be in a manner to perpetuate existing drainage patterns, any deviation from this, concentration or increase in runoff must have approval of adjacent property owners. Drainage easements shall be obtained from effected property owners or if within this site, shall be shown on the final map. The applicant shall accept the offsite runoff and convey to acceptable outlet.
3. The incremental increase in runoff between developed and undeveloped stage (100-year) and the nuisance runoff shall be retained within onsite private detention basins and connected to existing Flood Control Line "D". This proposal is deviating from adopted Master Plan. The applicant shall be required to submit on and offsite drainage reports and storm drain design to RCFC for their review and approval.
4. Onsite landscape area(s) shall be designed in a manner to collect the onsite nuisance runoff in compliance with WQMP Standards.

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

ATTACHMENT - A

5. Prior to issuance of any permit, the developer shall sign the consent and waiver forms to join the lighting and landscape districts. The developer shall maintain all on and offsite landscaping with exception of median improvements which will be included in landscape maintenance. The proposed streetlights and portions of existing signal at intersections of Perris Blvd. with Perry and Perris Blvd. with Markham shall be maintained by City and partial cost paid for by the property owners through annexation to lighting and landscaping districts. In the event RCFC does not maintain the proposed offsite drainage facilities, it shall be annexed to Flood Control District for maintenance.
 6. Existing power poles within the project site or along the project boundary (under 66kv), if any, shall be removed and cables underground. All other utility poles, if any, shall be removed and utilities undergrounded.
 7. Streetlights shall be installed along perimeter streets adjacent to this site as approved by City Engineer per City of Perris standards. Street lights shall be prepared by Electric Engineer and shall be LS3, LED.
 8. This project is located within EMWD's water and sewer service area. The applicant shall install water and sewer facilities as required by EMWD and Fire Department.
 9. The applicant shall submit to City Engineer the following for his review:
 - a. Street Improvement Plans
 - b. Singing, Striping and Signal Plans
 - c. Onsite Grading Plans, SWPPP, and Erosion Control Plan
 - d. Water & Sewer Plans
 - e. Drainage Plans, Hydrology and Hydraulic Reports
 - f. Streetlight Plan
 - g. Final WQMP
- The project's design shall be in compliance with EMWD and Riverside County Standards and coordinated with approved plans for adjacent developments.
10. All pads shall be graded to be a minimum of 1' above 100-year calculated water surface or adjacent finished grade.
 11. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the City as part of the grading plans.
 12. 6' concrete sidewalk, handicap ramps, and driveways shall be installed pursuant to Riverside County and ADA standards and as

approved by Planning Department. All driveway approaches shall be constructed per Riverside County standards for Commercial Driveway (Std. 207A) and comply with the ADA requirements.

13. Catch basins and minimum 18" laterals shall be installed at all existing intersections adjacent to the site and all new/existing driveways.
14. All onsite drainage runoff shall be collected via onsite underground facilities and conveyed to proposed master planned facilities.
15. This and other similar projects will significantly impact the transportation infrastructure within the City of Perris and adjacent communities. For this reason, the following transportation related improvements are required to mitigate the initial and the ongoing impact to the transportation facilities.
16. Markham Street from Perris Blvd. to easterly property line shall be improved with minimum of 60' of new paving, curb/gutter and sidewalk located 32' on either side of centerline within 92' full width dedicated right-of-way. The improvements shall include widening the intersection of Perris and Markham to ultimate standards at all corners and relocating / upgrading of existing signal.

At the direction of City Engineer, the existing pavement if complies with structural section may be grind/overlay.

17. Perry Street from Perris Boulevard to easterly property line shall be improved to provide for minimum 36' of new paving with curb/gutter and sidewalk located 20' on either side of centerline within 60' full width right-of-way. The intersection of Perry Street and Perris Boulevard shall be improved to provide for ultimate improvements at all corners including relocation / upgrading of existing signal poles.
18. Perris Boulevard adjacent to the site shall be improved along the east side to provide for ultimate improvements including dedicated right turn lanes within minimum of 64' ½-width right-of-way.
19. Traffic index of 10.5 shall be used for any work on Perris Boulevard and 9.0 for Perry Street and Markham Street.
20. The intersection of Markham with Perris Boulevard and Perris Boulevard with Perry Street shall be improved with concrete section to withstand the truck traffic.
21. Right-of-way acquisition. All right-of-way property area necessary for construction of the street and traffic improvements including any utility and construction easements, not under Applicant's ownership shall be acquired by the Applicant, at Applicant's sole cost. If applicant is unsuccessful in negotiating any right-of-way acquisition with third party owners after a 30-day period, then City shall conduct

the necessary analysis to determine in its sole discretion whether to attempt to acquire the right-of-way by exercise of its power of eminent domain; provided, however, that nothing herein shall be deemed a prejudgment or commitment with respect to condemnation.

22. Reimbursement of costs. Applicant and City shall cooperate to ensure that Applicant receives, to the greatest extent practicable, reimbursement for all of Applicant's eligible costs of constructing all of the street and traffic improvements. Reimbursement agreement or some similar agreement between Applicant and the City and/or establishment of a RBBB community facilities district or other assessment district that will fund the costs of such construction. Notwithstanding the forgoing, City shall have no obligation to reimburse or credit Applicant from any source of City funding other than under the local Development Impact Fee program as adopted by the City. Other sources of reimbursement future developers who benefit from the improvements constructed by the Applicant, and/or participants in a community facilities or assessment district created to fund such improvements and other improvements in the vicinity of Applicant's project.
23. Driveways shall be installed per Riverside County Standard No 207A.
24. Minimum of one RTA stop with City/RTA standard shelter shall be provided along Markham and/or Perris as determined by the City Engineer and RTA.
25. Prior to issuance of any permit, final map shall be recorded and bonds posted. Existing road dedications in conflict with the proposed project shall be vacated subject to utility clearance.
26. Truck access to this site shall be limited to and from I-215 interchange and Harley Knox Boulevard, to Indian Avenue and continue on Markham Avenue.
27. Truck traffic on Perris Boulevard shall be prohibited and the Applicant's Traffic Engineer shall implement a design to prohibit truck access to and from Perris Boulevard.
28. Street improvement plans shall include a class II/III bike lane in accordance with the Perris Trails Master Plan, subject to the approval of the City Engineer.
29. Prior to issuance of occupancy permit, the applicant shall pay the City \$500,000 for their contribution toward implementation of interim and ultimate improvements to I-215 / Ramona Expressway, Placentia / I-215 interchange, and other citywide infrastructure improvements. This one time contribution is above and beyond RBBB and other City fees and is not reimbursable.

30. Improvements to I-215 / Harley Knox Interchange shall be deferred and implemented by City / County and others.

Habib Motlagh

Habib Motlagh
City Engineer



Dennis Grubb and Associates, LLC

Assisting Cities Build Safe Communities

Fire Department Development Review Comments

May 3, 2018

City of Perris
Attn: Kenneth Phung
135 N. D Street
Perris, CA 92570-2200

Subject: Development Review for DPR17-00002

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

1. Prior to the issuance of a grading permit, Provide a fire flow report from the hydrant closest to the property. A City of Perris Water Availability/Fire Flow Form shall be completed.
2. Prior to the to the issuance of a grading permit a fire department access plan shall be submitted to the city of Perris for review and approval. The fire department access plan shall comply with the requirements specified by the City of Perris Guideline for Fire Department Access & Water Requirements for Commercial & Residential Development, and the California Fire Code, Chapter 5.
3. Fire department access doors shall be provided in the warehouse area every 100 feet or faction thereof as measure center of door to center of door.
4. A fire department access road complying with the CFC, Chapter 5 and the approved fire department access plans shall be installed prior to building construction.
5. All required fire hydrants shall be installed and operational prior to building construction. All fire hydrants shall remain operational during construction.
6. All required fire hydrants shall be readily visible and immediately accessible. A clear space of not less than 3-feet shall be maintained.
7. The permanent building address shall be provided and either internally or externally lighted during hours of darkness. The address shall be clearly visible from the street fronting the property and comply with California Fire Code Section 505.1 for size and

6550 Van Buren Blvd, Ste E, Riverside, CA. 92503
(951) 218-5482 * (951) 772-0007

ATTACHMENT - A

color.

8. Prior to construction a temporary address sign shall be posted and clearly visible from the street.
9. City of Perris approval shall be obtained prior to the storage and/or use of hazardous materials as defined by the California Fire Code.
10. Prior to the issuance of a Certificate of Occupancy the building shall be evaluated by an Emergency Radio Communication Specialist to certify if the building meets the emergency communications capability as specified by the California Fire Code § 510. If the building does not the minimum requirements an emergency radio communication enhancement system shall be provided. The system shall be installed and inspected by the City of Perris Building Department before the Certificate of Occupancy is issued.

Respectfully,

Dennis Grubb, CFPE

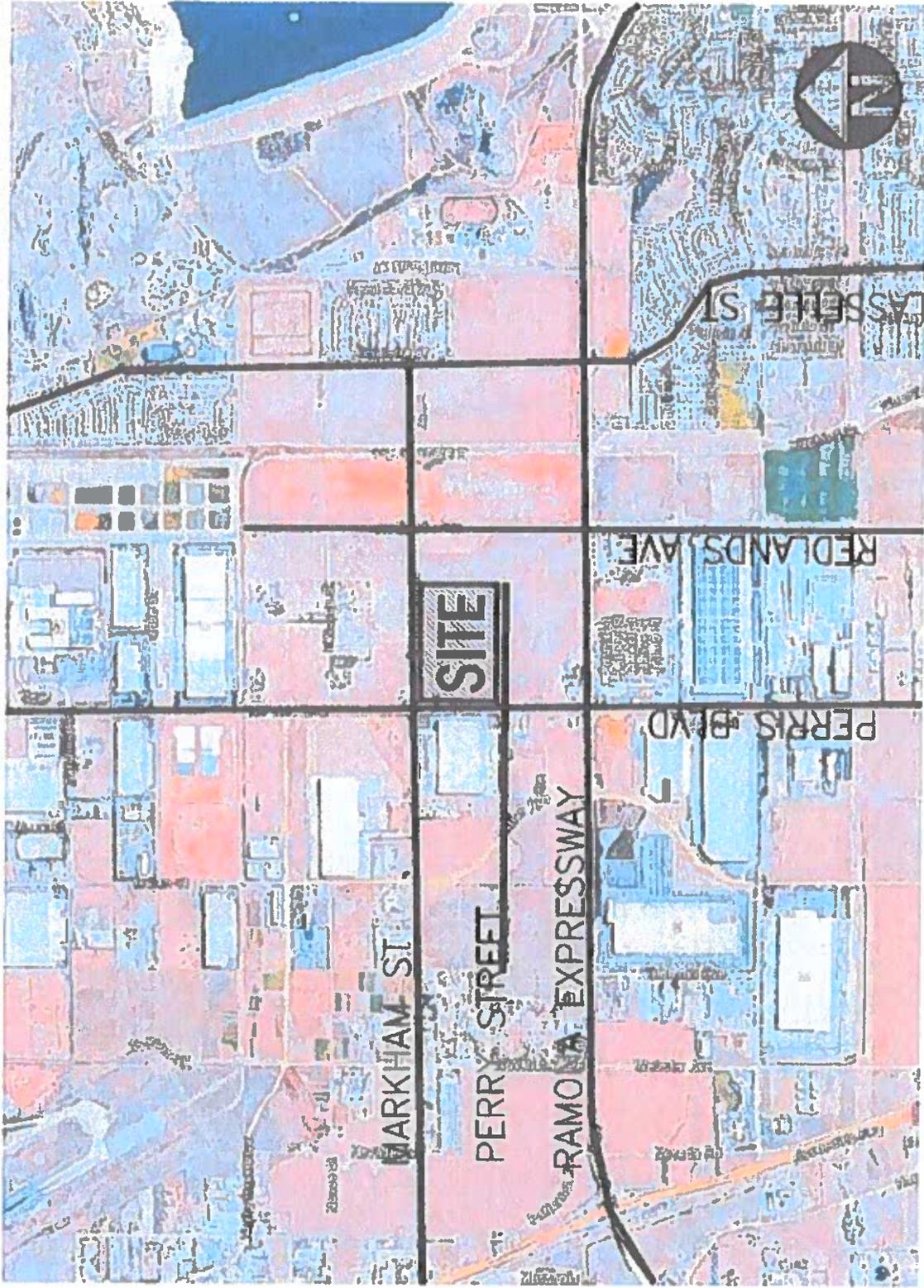


EXHIBIT B – Duke @ Perris Boulevard

Vicinity Map

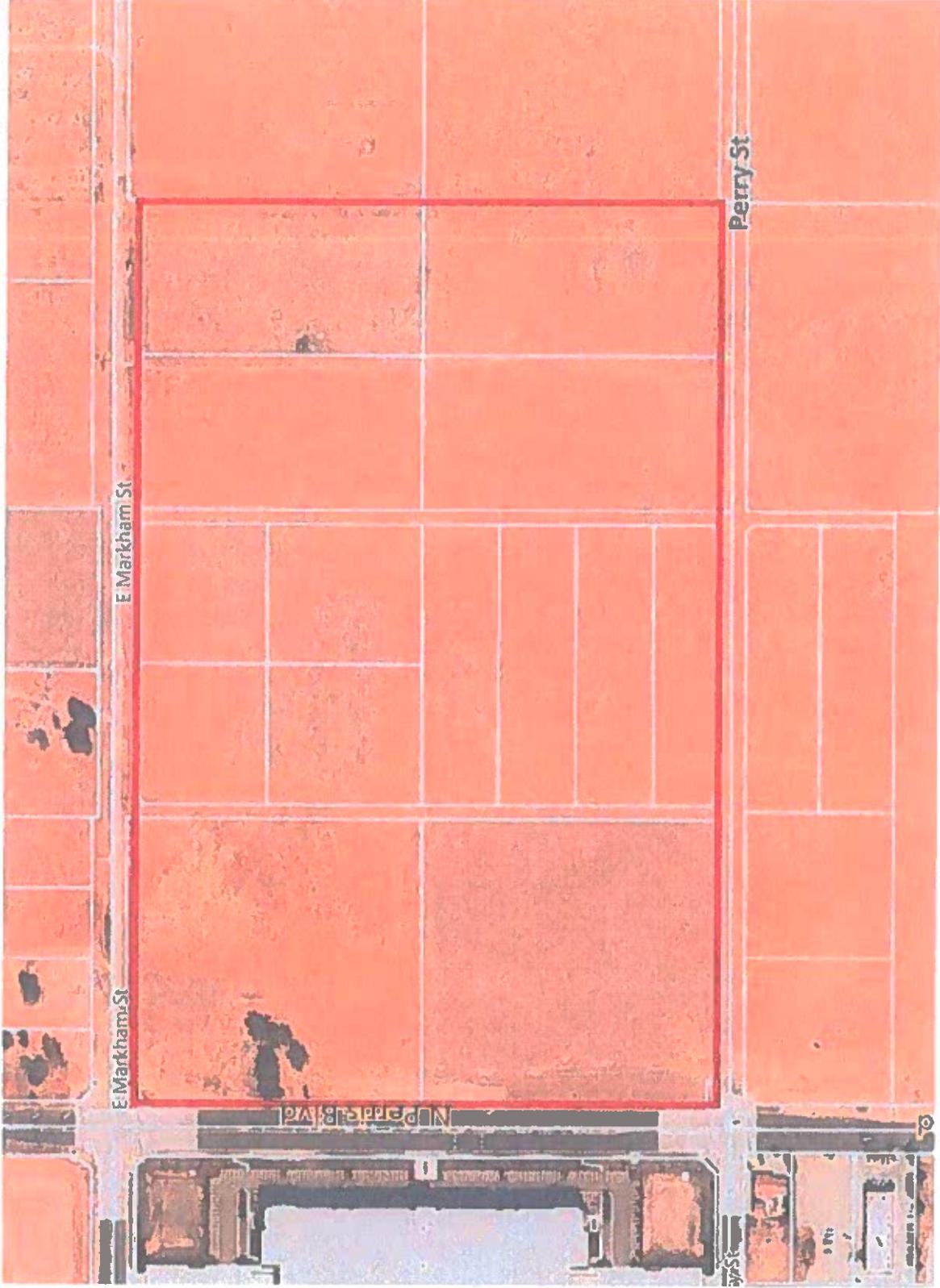


EXHIBIT C – Duke @ Perris Boulevard

Aerial Map

ATTACHMENT - D

**REVISED PAGES IN SPECIFIC PLAN
AMENDMENT #9**

ACKNOWLEDGEMENTS



Perris Valley Commerce Center Specific Plan Amendment No. **89**

City of Perris

Prepared by:
Albert A. Webb Associates
3788 McCray Street
Riverside CA 92506

Approved: January 10, 2012, Ordinance No. 1284
Amendment No. 1 Approved: September 25, 2012, Ordinance No. 1288
Amendment No. 2 Approved: November 27, 2012, Resolution No. 4538
Amendment No. 3 Approved: February 9, 2016, Ordinance No. 1324
Amendment No. 4 Approved: February 9, 2016, Ordinance No. 1323
Amendment No. 5 Approved: September 13, 2016, Ordinance No. 1331
Amendment No. 6 Approved: February 14, 2017, Ordinance No. 1337
Amendment No. 7 Approved: June 13, 2017, Ordinance No. 1346
Amendment No. 8 Approved: April 10, 2018, Ordinance No. 1361
Amendment No. 9 Approved: TBD

Document Updates



This document reflects all amendments to April 2018

Amendment No.	Case No.	Details of Amendment	Approval Date
1	12-04-0010	The purpose of Amendment No. 1 is to modify Table 12.0-1, Land Use Restrictions to clarify allowable industrial land uses particularly related to storage in Airport Potential Zone 1 (APZ-1).	9/25/2012 Ordinance #1288
2	11-12-0005	The purpose of Amendment No. 2 is to update all graphics to reflect the street vacation of Nance and Markham Streets between Redlands Avenue and the Perris Valley Storm Channel. This amendment also reflects the street vacation and general plan amendment (GPA 12-02-0001) to the circulation element for the removal of Harley Knox Blvd. from Redland Avenue to Perris Valley Storm Channel.	11/27/2012 Resolution #4538
3	12-10-0006	The purpose of Amendment No. 3 is to modify Figure 2.01-1, Specific Plan Land Use Designation and Figure 4.0-16, Residential Buffer, Figure 3.0-1, Circulation Plan, Figure 3.01-2 Truck Route Plan, and Table 2.0-1, Land Use Comparison to reflect the change in the land use designation of approximately 68.99 acres from Commercial (C) [49.14 acres] and Business Professional Office (BPO) [19.85 acres] to Light Industrial (LI) located south of Markham Street, north Ramona Expressway, west N. Webster Avenue, and east of the Patterson Avenue; and to modify the circulation of Patterson Avenue which traverses in an east west direction between Markham Street and Ramona Expressway in the northwestern portion of the Project site.	02/09/2016 Ordinance #1324
4	14-04-0001	The purpose of Amendment No. 4 is to modify Figure 2.01-1, Specific Plan Land Use Designation and Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect the change in land use designation of approximately 16 acres from General Industrial (GI) to Light Industrial (LI) located just north of Markham Street, south of Nance Street, west of North Webster Avenue, and east of Patterson Avenue in the northwestern portion of the Project site for the properties.	02/09/2016 Ordinance #1323

Document Updates



Amendment No.	Case No.	Details of Amendment	Approval Date
5	16-0525	The purpose of Amendment No. 5 is to modify section 12, the Airport Overlay Zone to update the 2014 March Air Reserve Base/Inland Port Airport Compatibility Plan.	09-13-2016 Ordinance # 1331
6	14-04-0001	The purpose of Amendment No. 6 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation from Commercial-Retail (C) to Light Industrial (LI), for the properties bound by Interstate 215 to the east, Harley Knox Boulevard to the south and west, and W. Oleander Avenue to the north consisting of approximately 23.66 acres.	02/14/2017 Ordinance # 1337
7	16-05077	The purpose of Amendment No. 7 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 7.48 acres from Commercial-Retail (C) to Light Industrial (LI).	6/13/2017 Ordinance # 1346
8	17-05242	The purpose of Amendment No. 8 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 16.22 acres from Business Professional Office (BPO) to Light Industrial (LI), for four parcels located at the southwest corner of Markham Avenue and Webster Avenue.	4/10/2018 Ordinance # 1361

Document Updates



Amendment No.	Case No.	Details of Amendment	Approval Date
9	17-05074	<p>The purpose of Amendment No. 9 is to modify <u>Figure 2.0-1 Specific Plan Land Use Designation, Figure 4.0-16 Residential Buffer, and Table 2.0-1, Land Use Comparison</u> to reflect a change in land use designation of 35 ACRES from Business Professional Office (BPO) to Light Industrial (LI), for the <u>properties bound by Johnson Avenue to the east, Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north.</u> Amendment No. 8 also modifies <u>Figure 3.0-1 Circulation Element, Figure 3.0-4 Mass Transit, Figure 3.0-7 Existing Water, Figure 3.0-8, Existing Sewer, Figure 3.0-9, Existing Recycled Water, Figure 3.0-12 Existing Natural Gas, Figure 3.0-13, Existing Electric, Figure 3.0-14, Existing Telephone, Figure 3.0-15 Existing Cable, Figure 5.0-7 Perris Valley Storm Channel Trail, and Figure 5.0-8 Ramona Expressway Trail</u> to reflect the vacation of <u>three streets: Goldenview Drive, Johnson Avenue, and Via Verona Street between Markham Street to the north and Perry Street to the south.</u></p>	TBD



new residential development, schools or churches. It should be noted that there is some existing residential development in this area.

Accident Potential Zone II (APZ-II): This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Non-residential development will be limited to those uses that have not more than 50 persons per acre at any time, including hotels and motels. This zone prohibits new residential development, schools or churches.

2.2 Summary of Perris Valley Commerce Center Land Use Comparison

Generally, the City of Perris General Plan Land Use designations correspond with the Perris Valley Commerce Center Specific Plan land use designations with the following exceptions. The Community Commercial (CC) and Neighborhood Commercial (NC) have been combined into one designation – Commercial (C). Business Park (BP) and Professional Office (PO) have been combined to form one designation – Business/Professional Office (BPO). Public/Semi-Public/Utilities (P) and Park, Recreational, and Natural Open Space (OS) have been combined to Public (P). Table 2.0-1 as shown below, provides a comparison of the land use between the City of Perris existing General Plan designations and the Perris Valley Commerce Center Specific Plan designations.

Table 2.0-1, Land Use Comparison

General Plan Land Use	Existing Acres Prior to PVCC SP	Acres Adopted by 2012 PVCCSP	Proposed Acres (SPA1-SPA9)
Business Park/Professional Office (BPO) Professional Office (PO) Business Park (BP)	317	343	343272
Commercial (C) Community Commercial (CC) Neighborhood Commercial (NC)	462	349	349269
General Industrial (GI)	423	408	408392
Light Industrial (LI)	1,620	1,866	1,8662033
Multi-Family Residential Residential (Multi-Family) (MFR-14)	22	22	22
Public (P) Public/Semi-Public/Utilities Park, Recreational and Natural Open Space (OS)	120	194	194
Residential (R) Residential (Single-Family) (R-6,000)	59	0	0
Residential (R) Residential (Single-Family) (R-20,000)	63	60	60
Specific Plan (SP)	190	0	0
Other (ROW, Basin, etc.)	307	341	341
Total Acres	3,583	3,583	3,583

**LAND USE RELATED EXHIBIT
CHANGES**

2012 Approved Land Use Plan

Current Land Use Plan

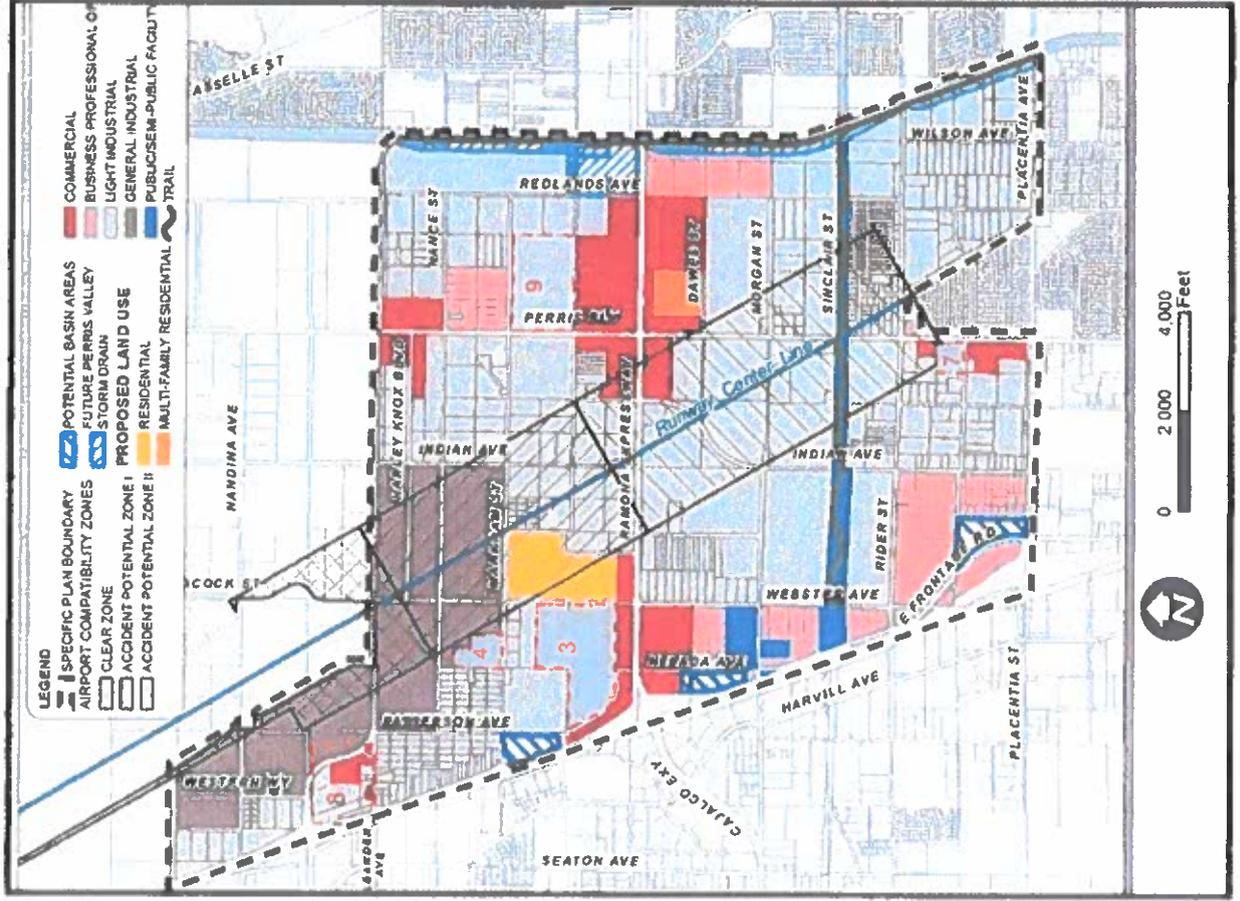
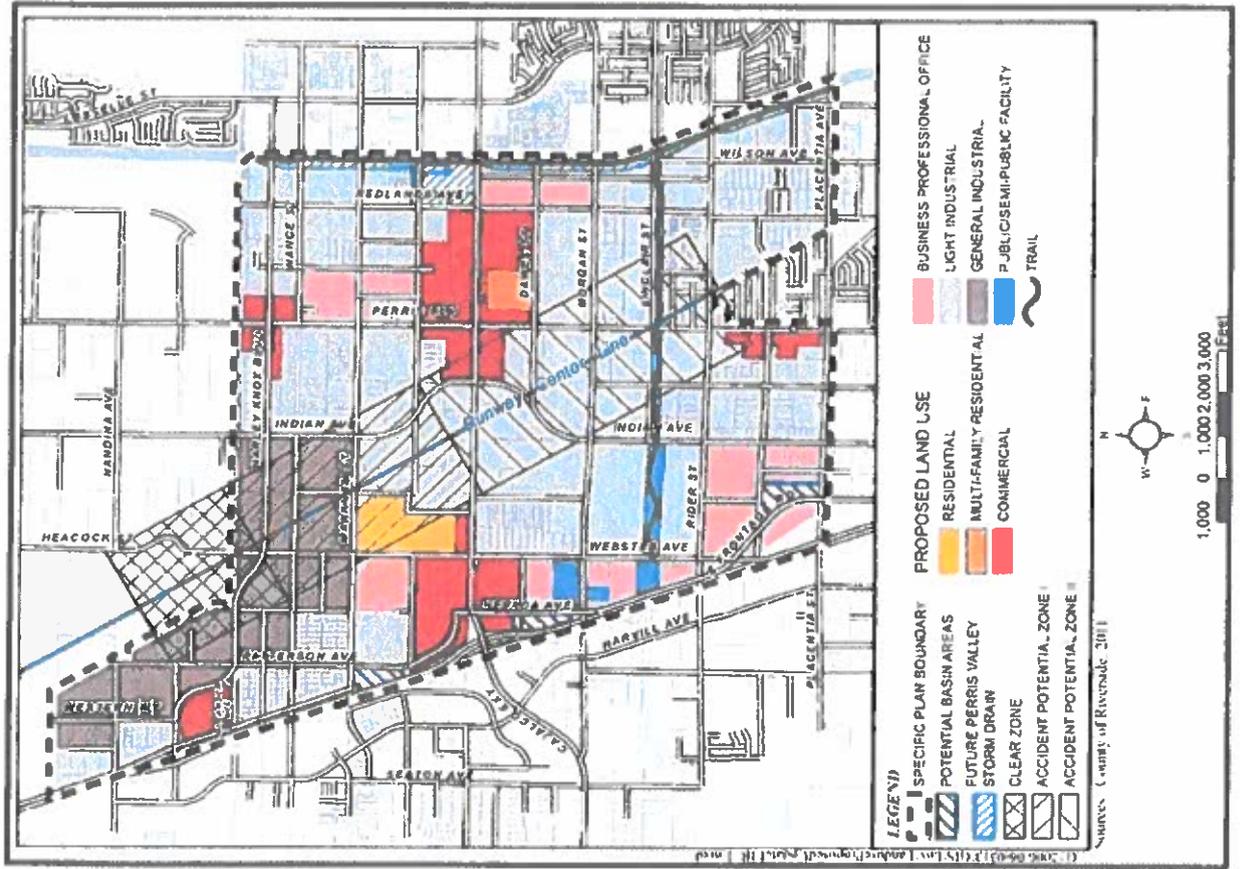


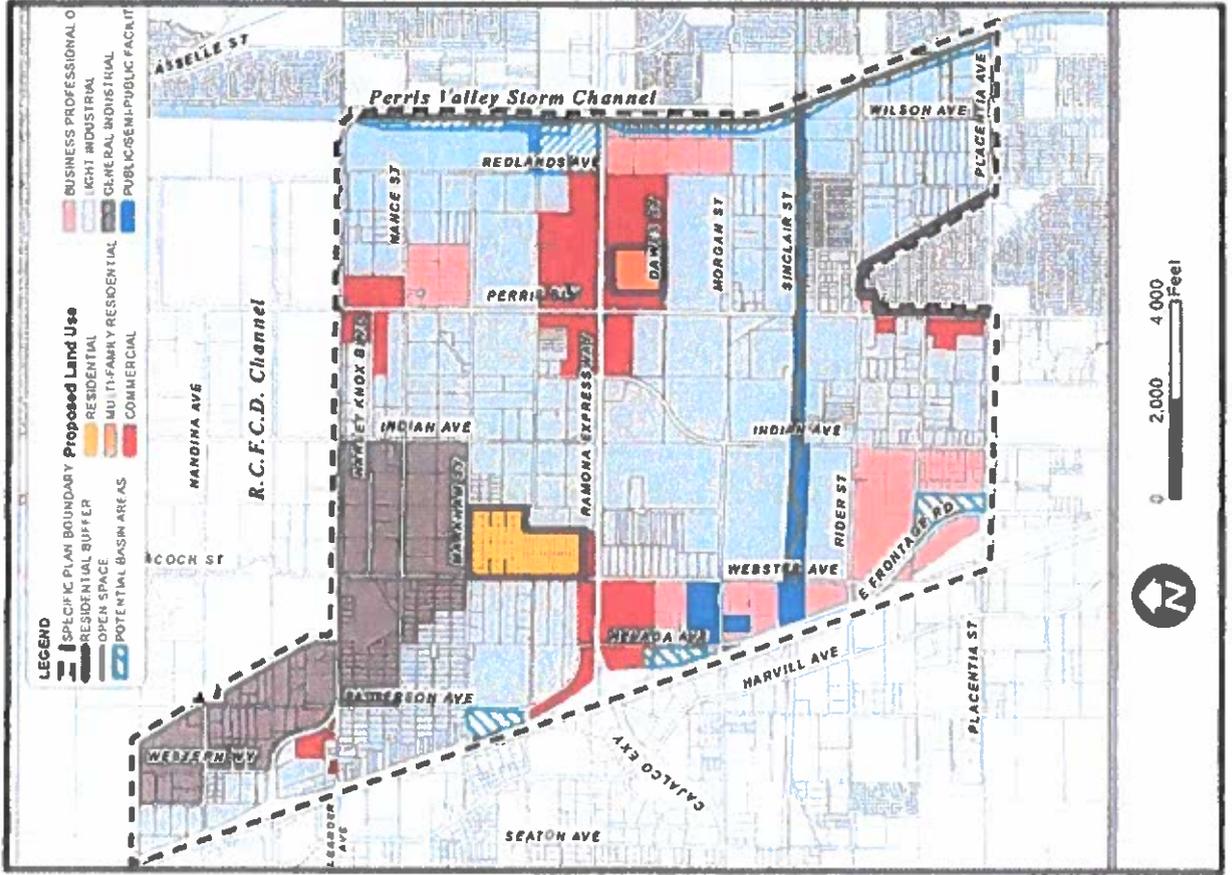
Table 2.0-1 Land Use Comparison

General Plan Land Use	Existing Acres Prior to PVCC SP	Acres Adopted with 2012 PVCCSP	Proposed Acres (SPA1 - SPA9)
Business Park/Professional Office (BPO)			
Professional Office (PO)	317	343	252
Business Park (BP)			
Commercial (C)			
Community Commercial (CC)	462	349	267
Neighborhood Commercial (NC)			
General Industrial (GI)	423	408	392
Light Industrial (LI)	1,620	1,866	2,046
Multi-Family Residential			
Residential (Multi-Family) (MFR-14)	22	22	22
Public (P)			
Public/Semi-Public/Utilities			
Park, Recreational and Natural Open Space (OS)	120	194	194
Residential (R)			
Residential (Single-Family) (R-6,000)	59	0	0
Residential (R)			
Residential (Single-Family) (R-20,000)	63	60	60
Specific Plan (SP)	190	0	0
Other (ROW, Basin, etc)	307	341	341
Total Acres	3,583	3,583	3,583

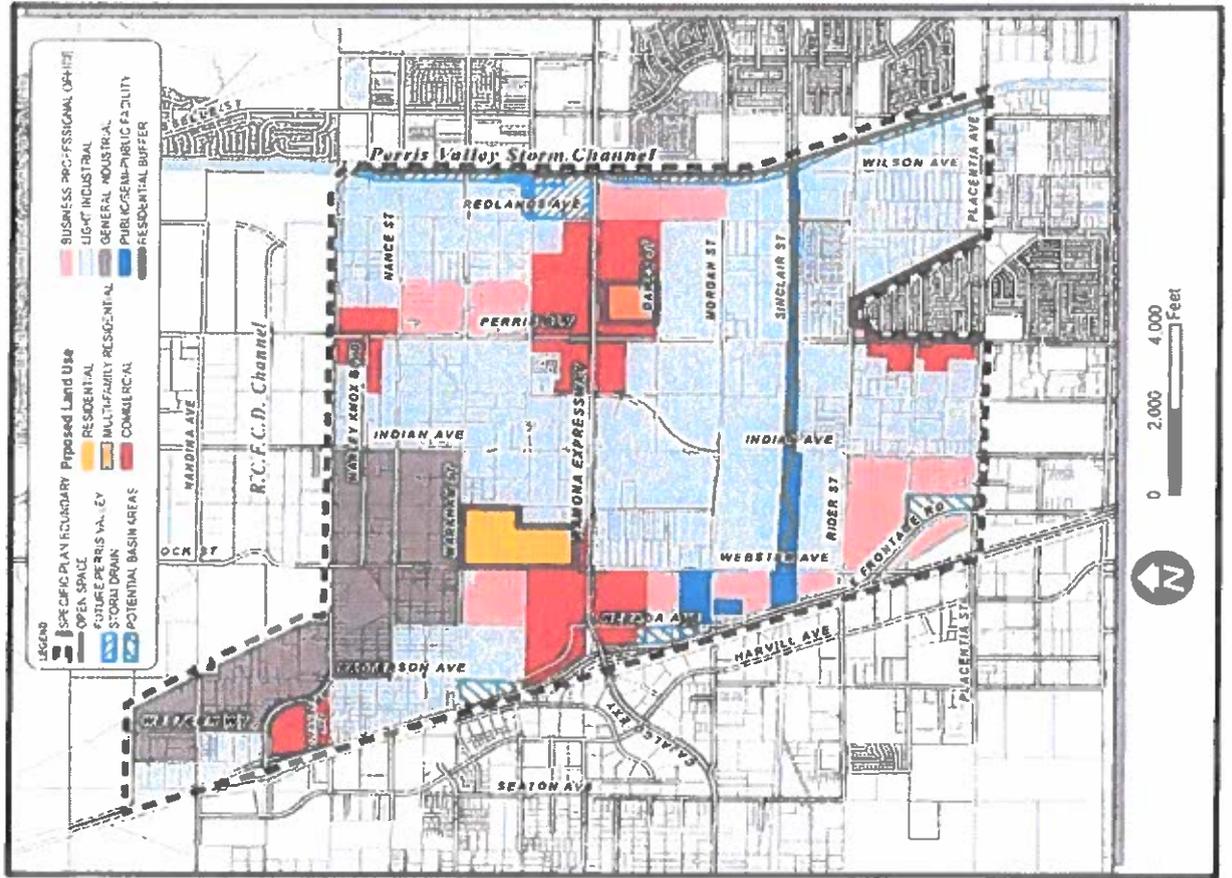
AMENDMENTS TO THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN DOCUMENT

Amendment No.	Project Name	Land Use Changes
1	H&M Architects/Engineers	No land use changes
2	Stratford Ranch	No land use changes
3	Optimus Logistics Center	49.14 acres from C to LI 19.85 acres from BPO to LI
4	Optimus Logistics Center 2	16 acres from GI to LI
5	City/Riverside ALUC	No land use changes
6	Perris Gateway Investors	23.66 acres from C to LI
7	Perris Self-Storage	9.15 acres from C to LI
8	Mike Naggar	16.22 acres from BPO to LI
9	Duke	54.71 acres from BPO to LI

Current Residential Buffers

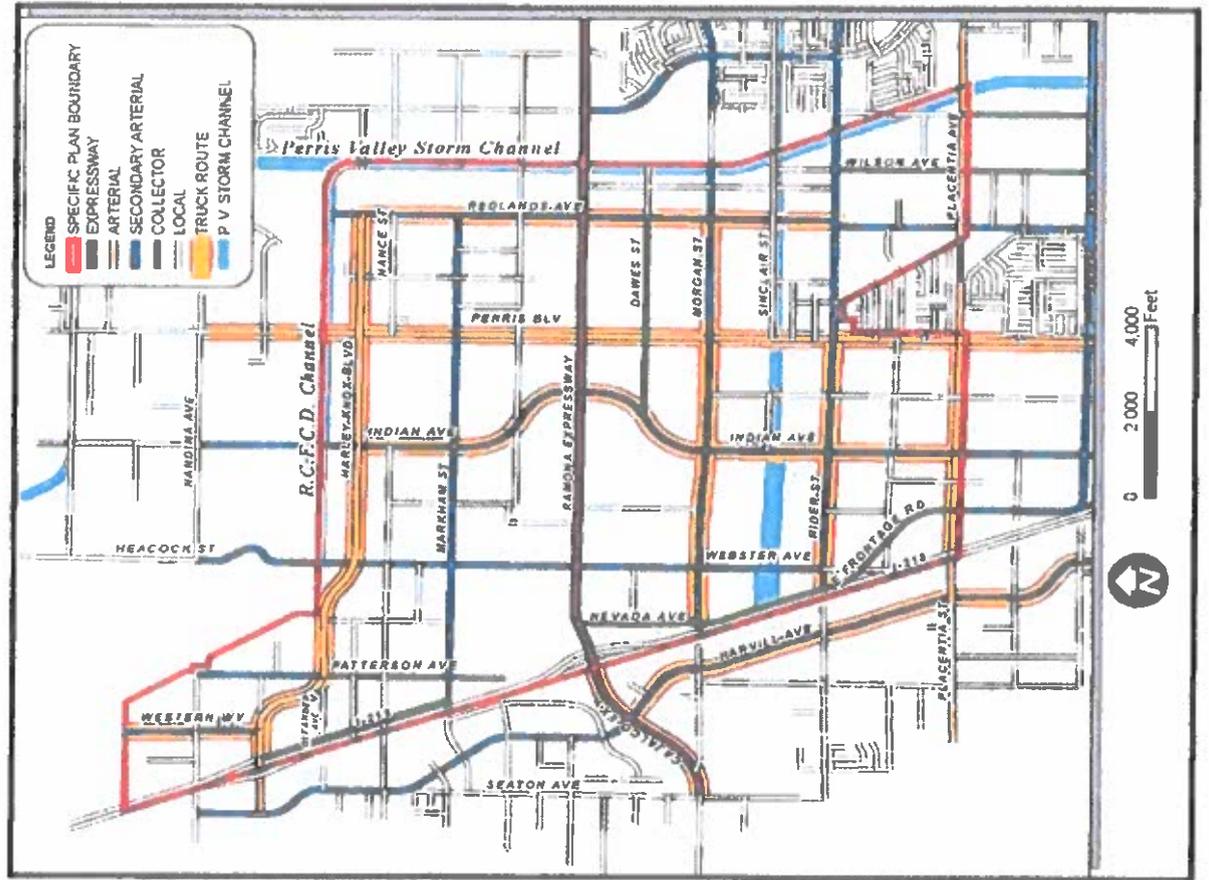


2012 Approved Residential Buffers

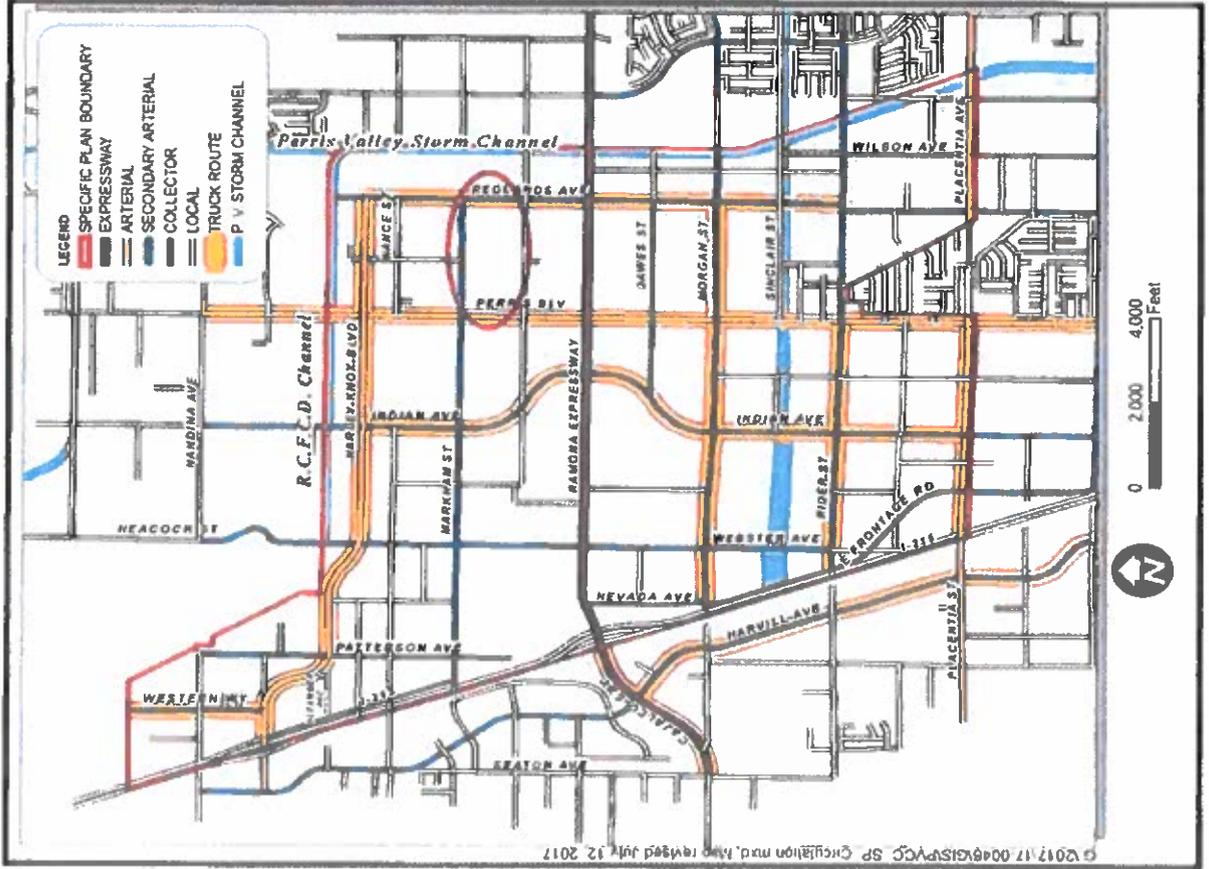


**UPDATED EXHIBITS AS A RESULT OF
STREET VACATIONS**

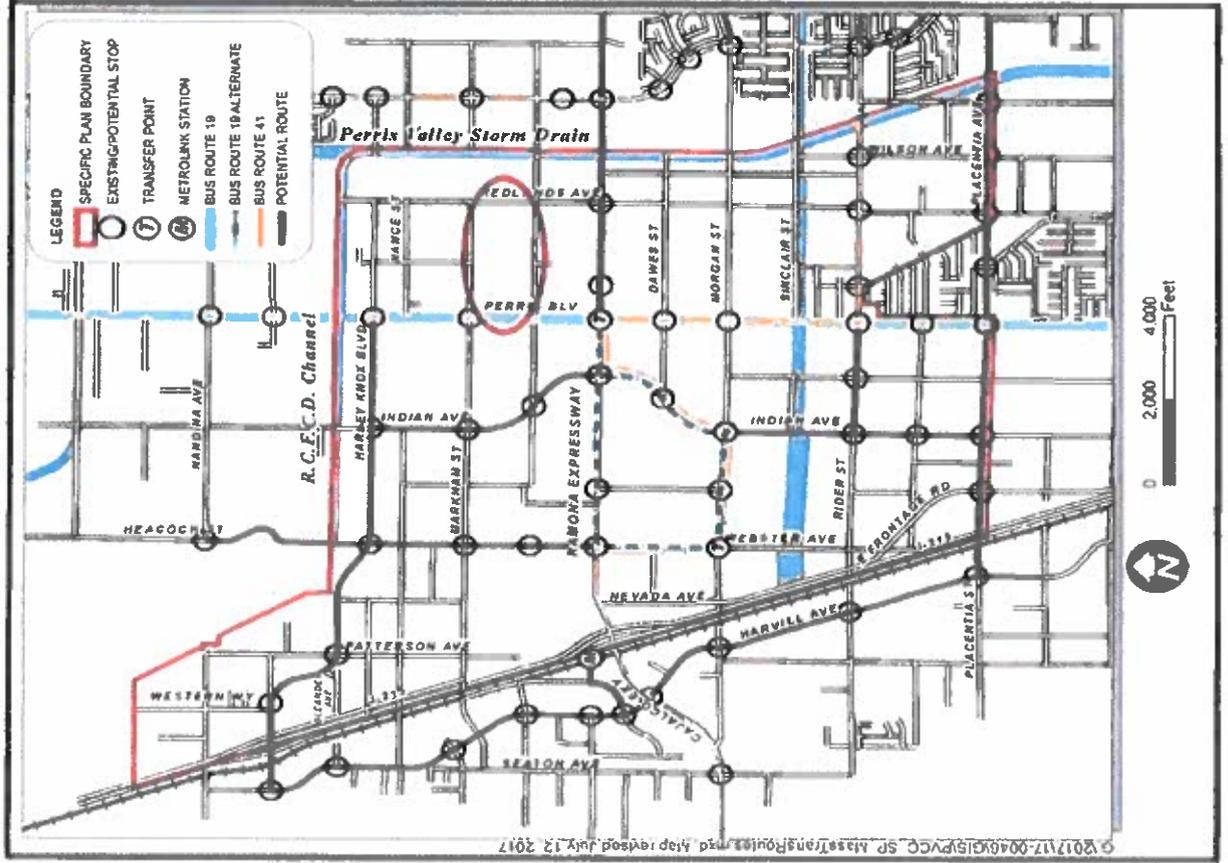
2012 Adopted Circulation Plan



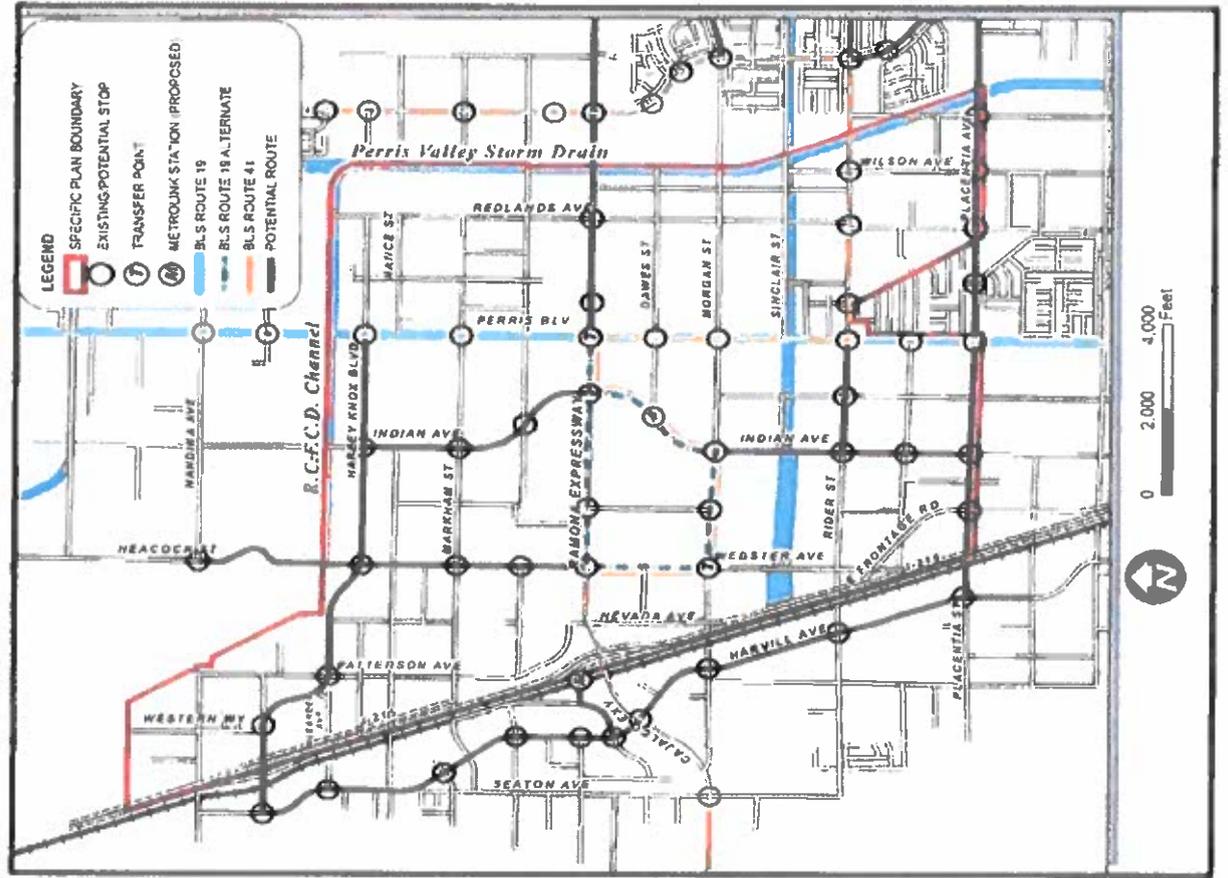
Current Circulation Plan



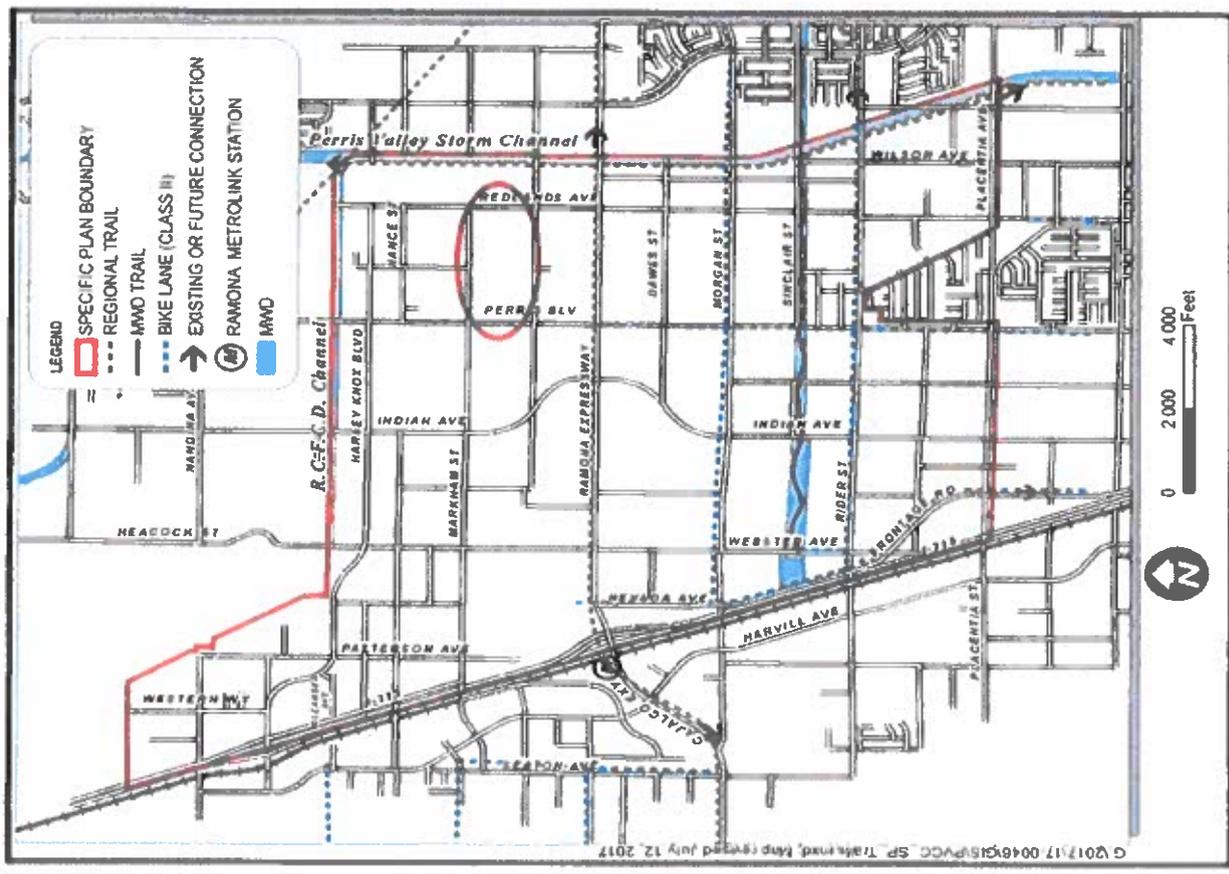
Current Mass Transit Map



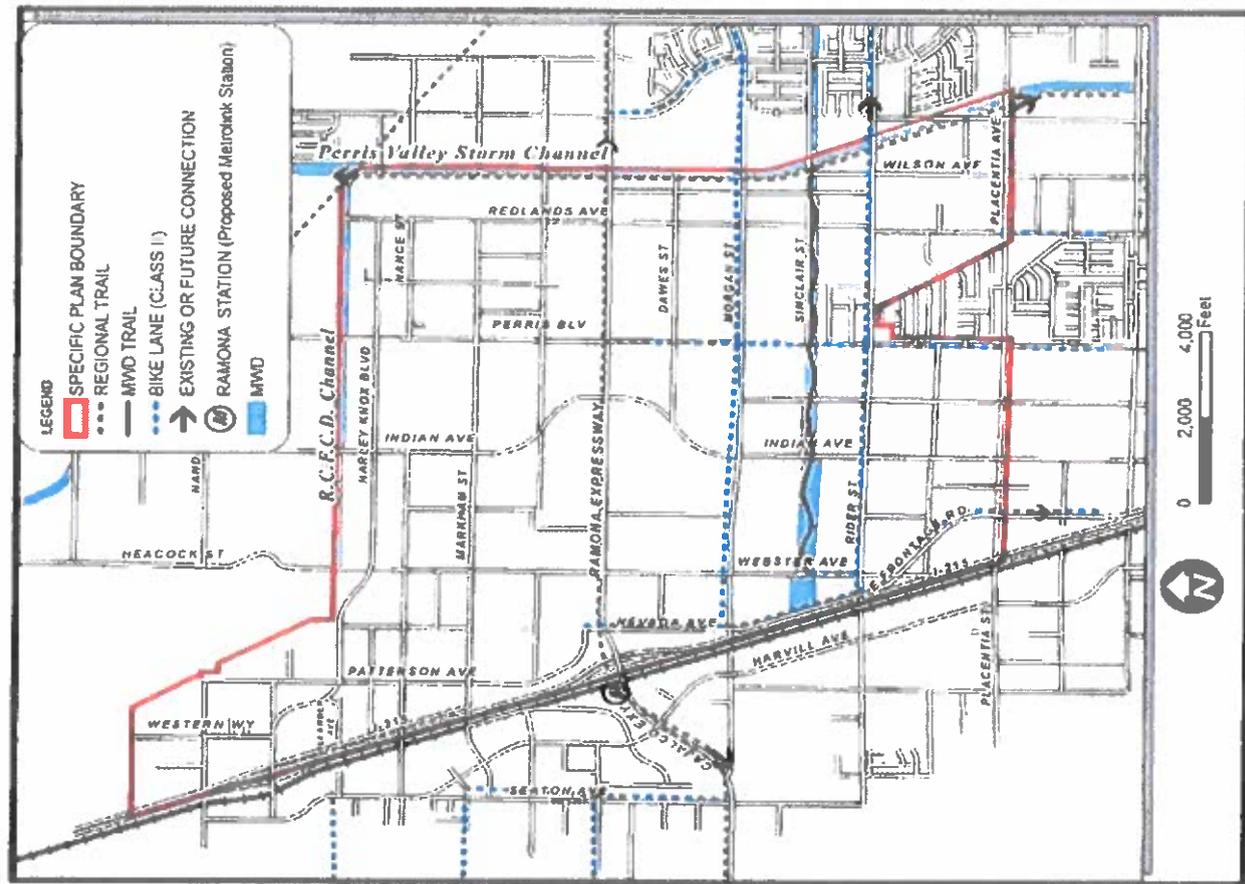
2012 Approved Mass Transit Map



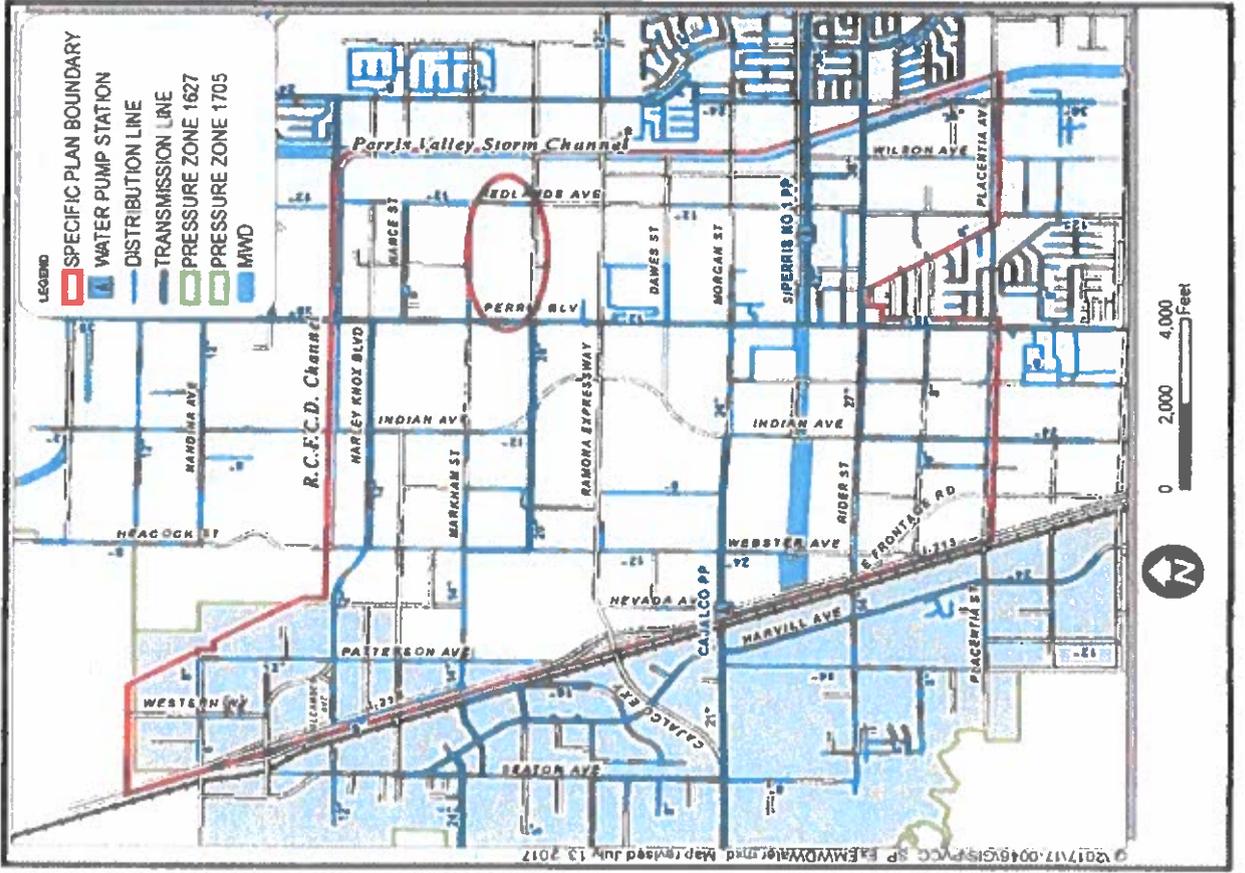
Current Trails System Map



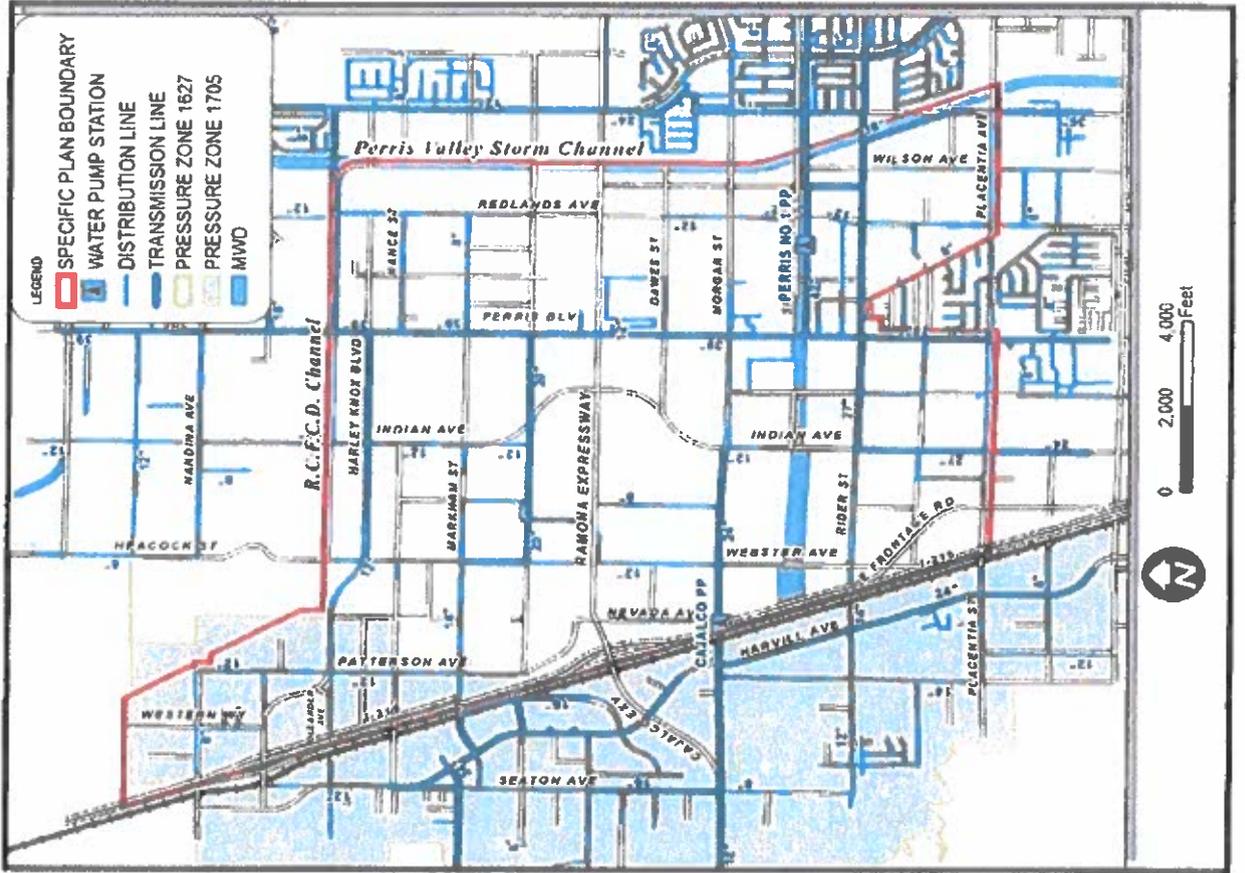
2012 Approved Trails System Map



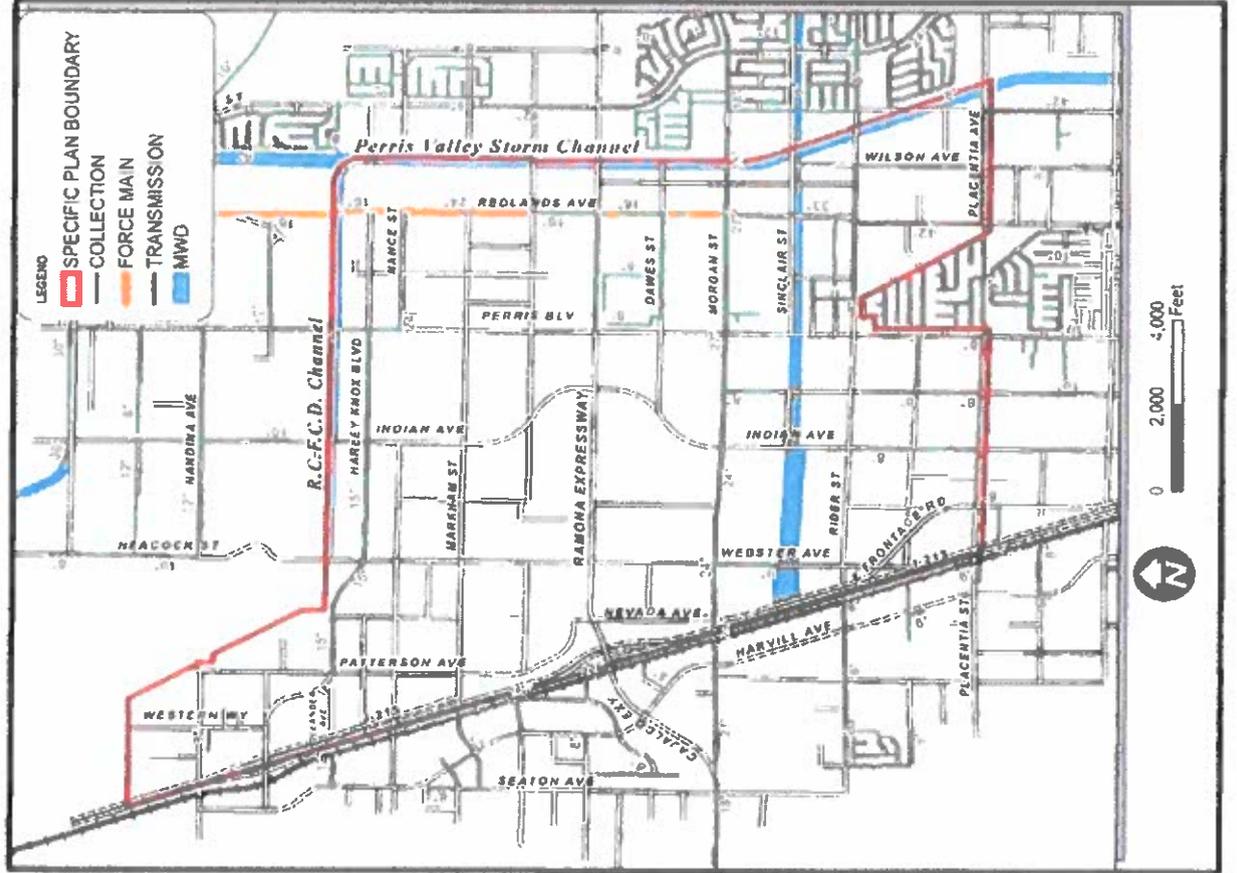
Current Existing Water Map



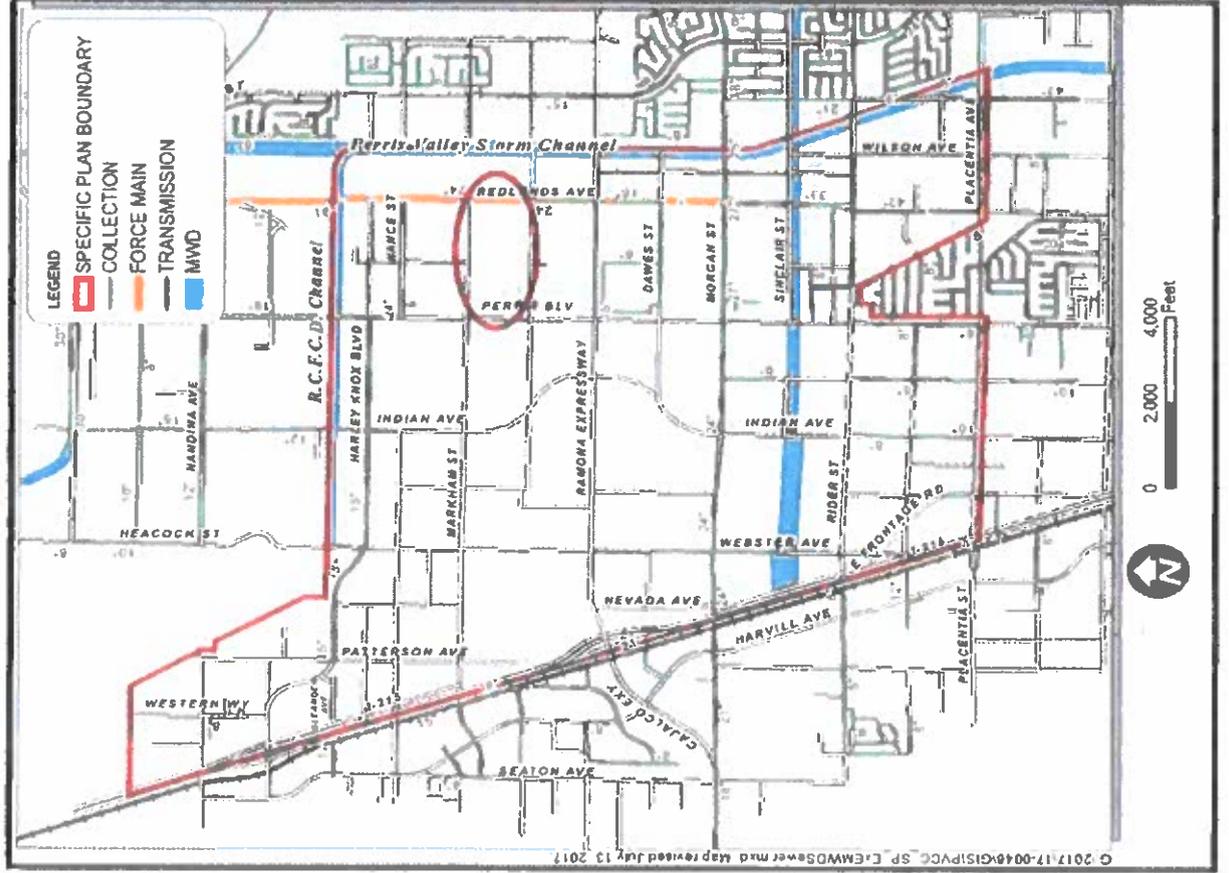
2012 Approved Existing Water Map



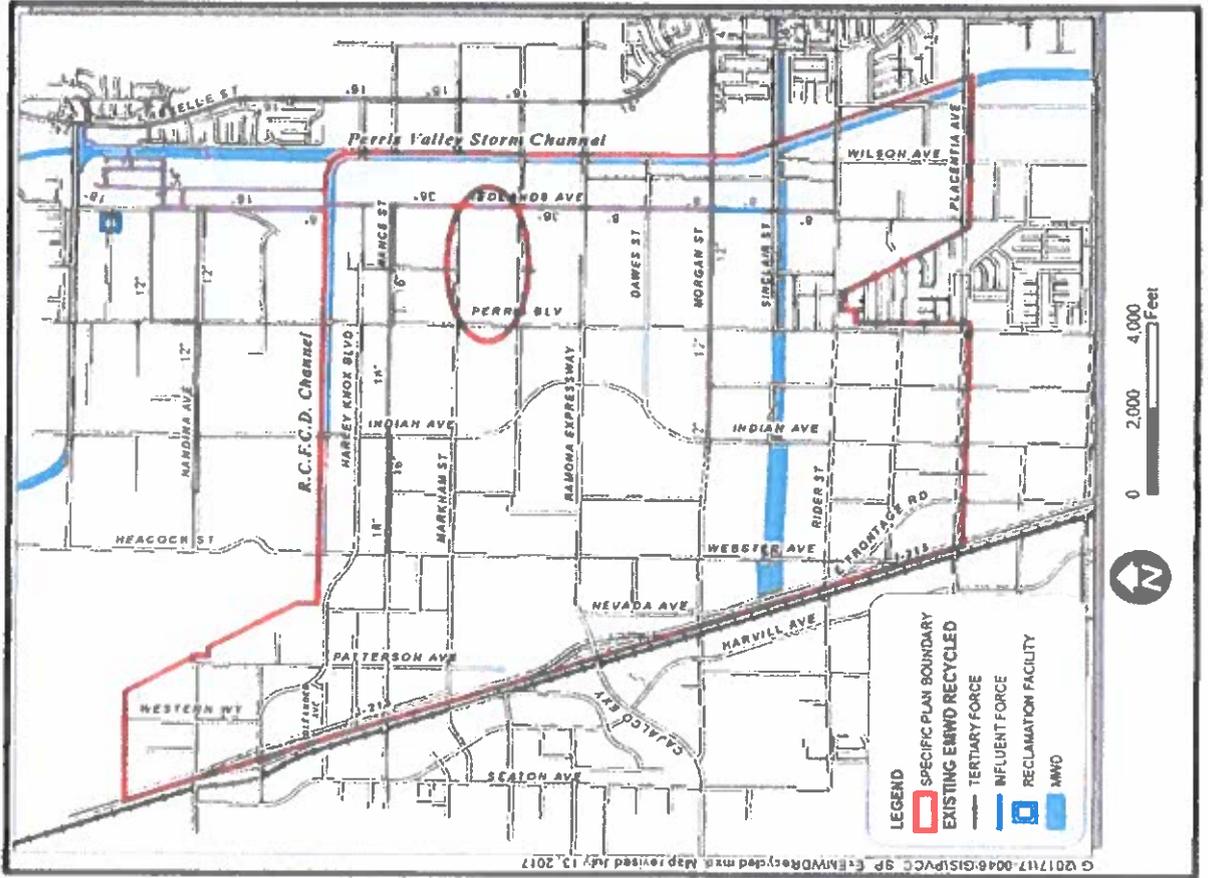
2012 Approved Existing Sewer Map



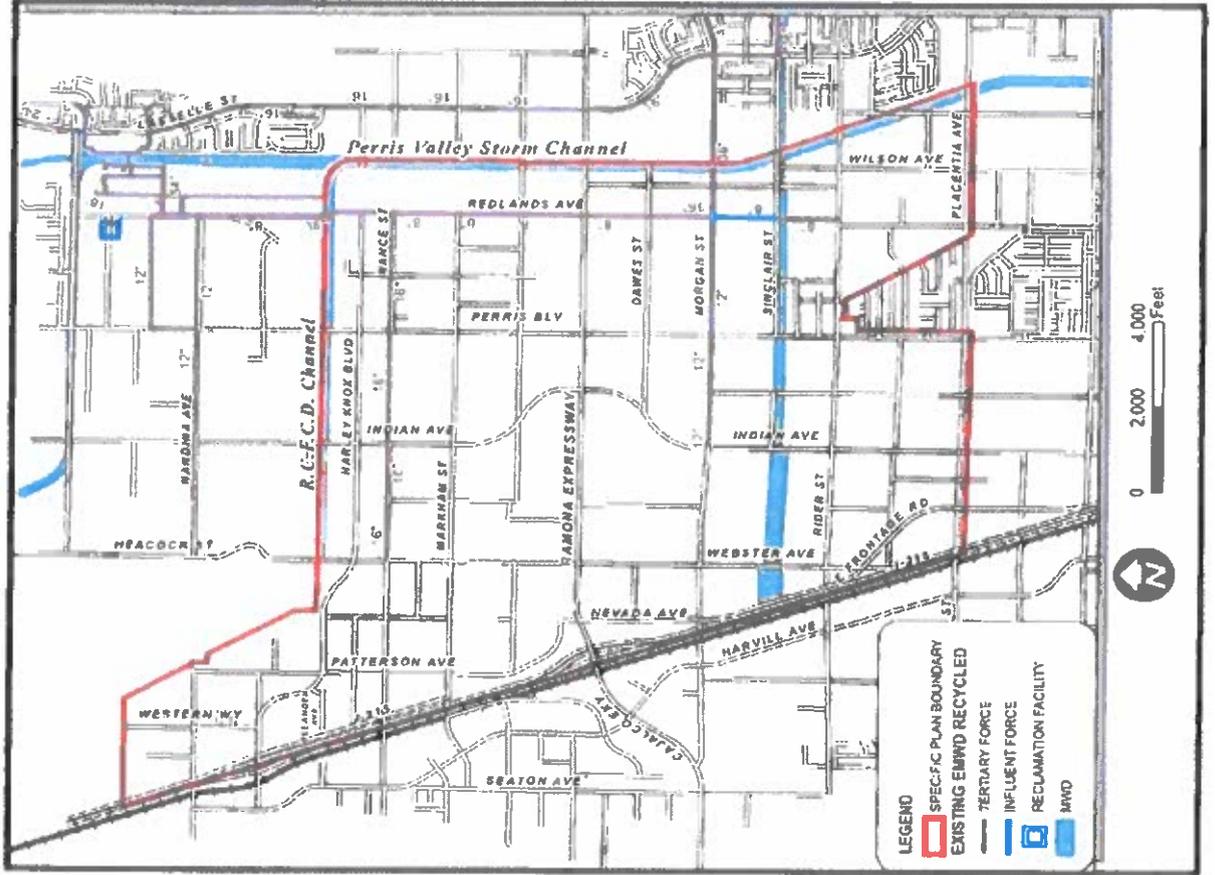
Current Existing Sewer Map



Current Recycled Water Map



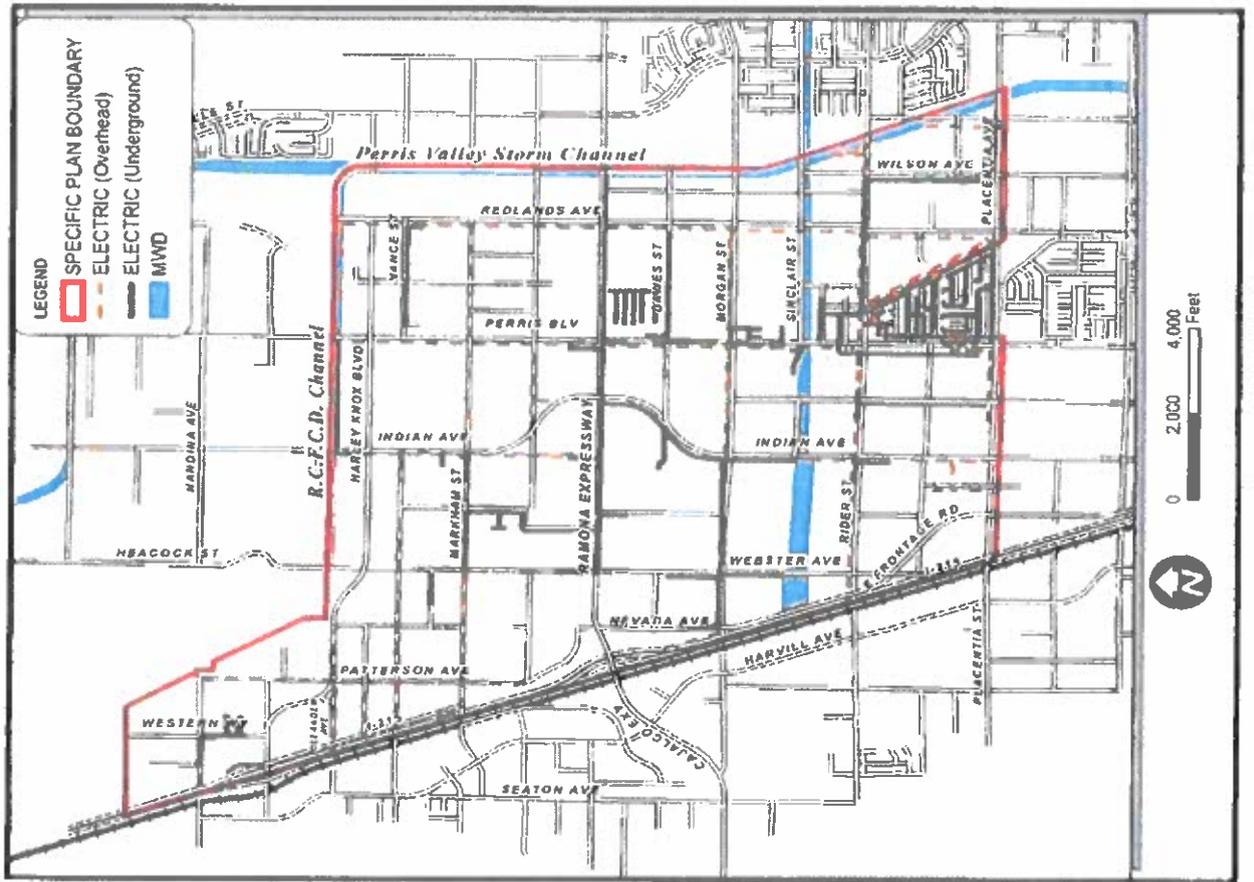
2012 Approved Recycled Water Map



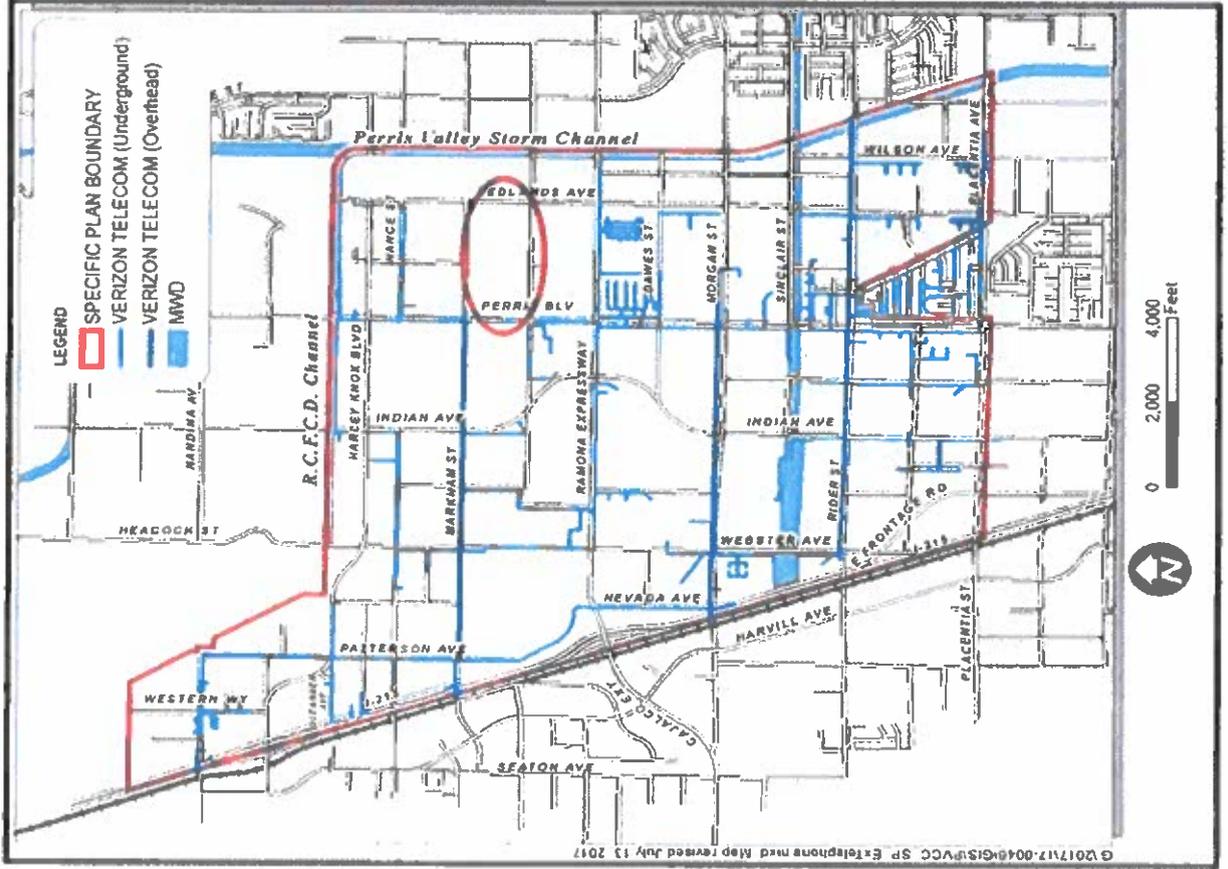
Current Existing Electric Map



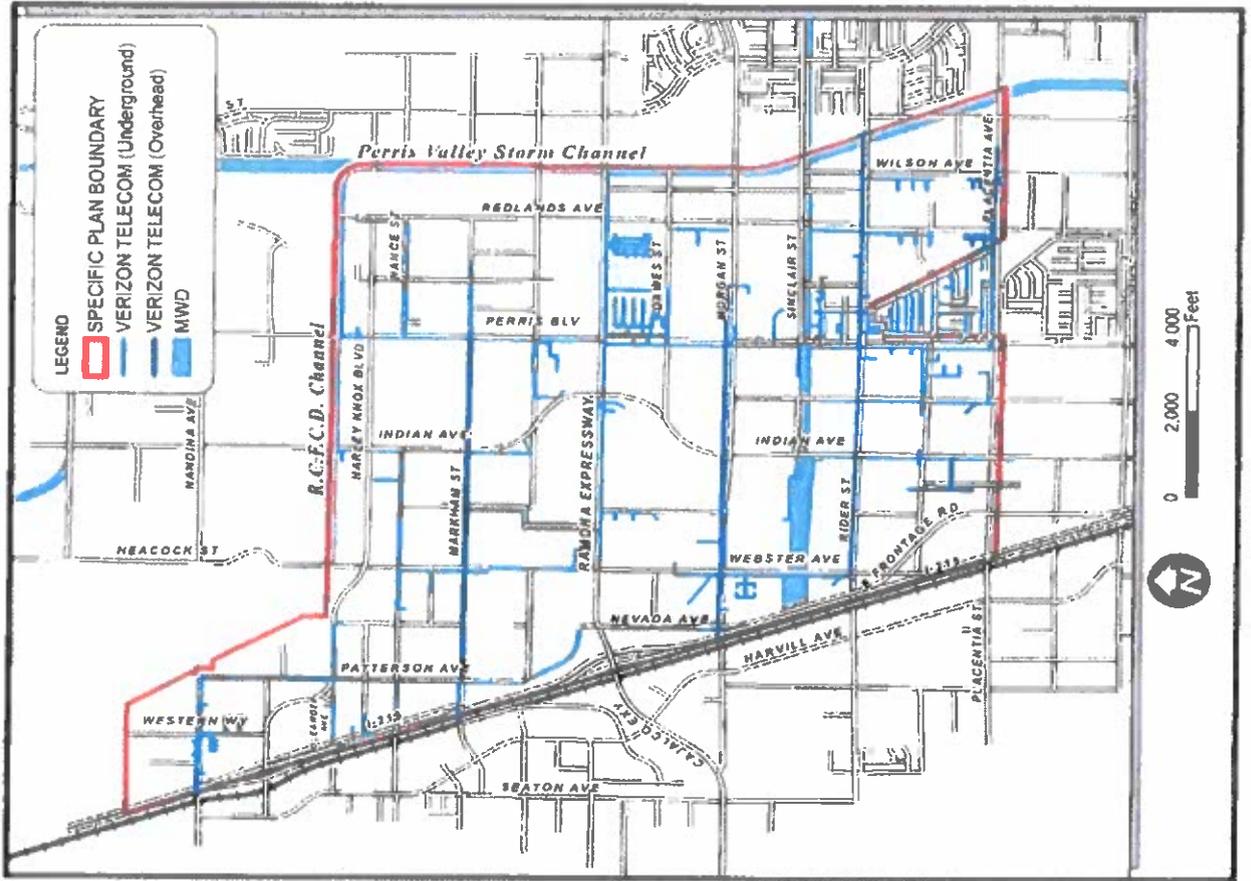
2012 Approved Existing Electric Map



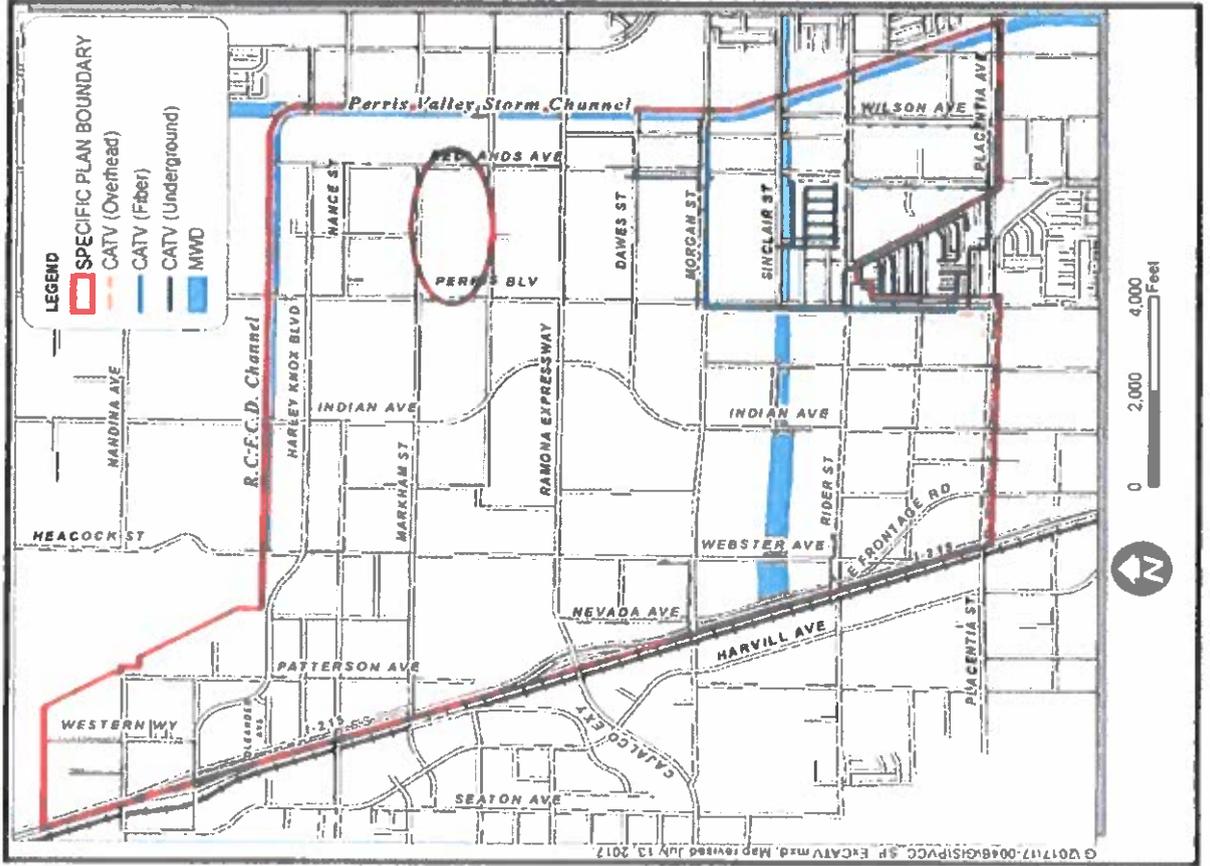
Current Existing Telephone



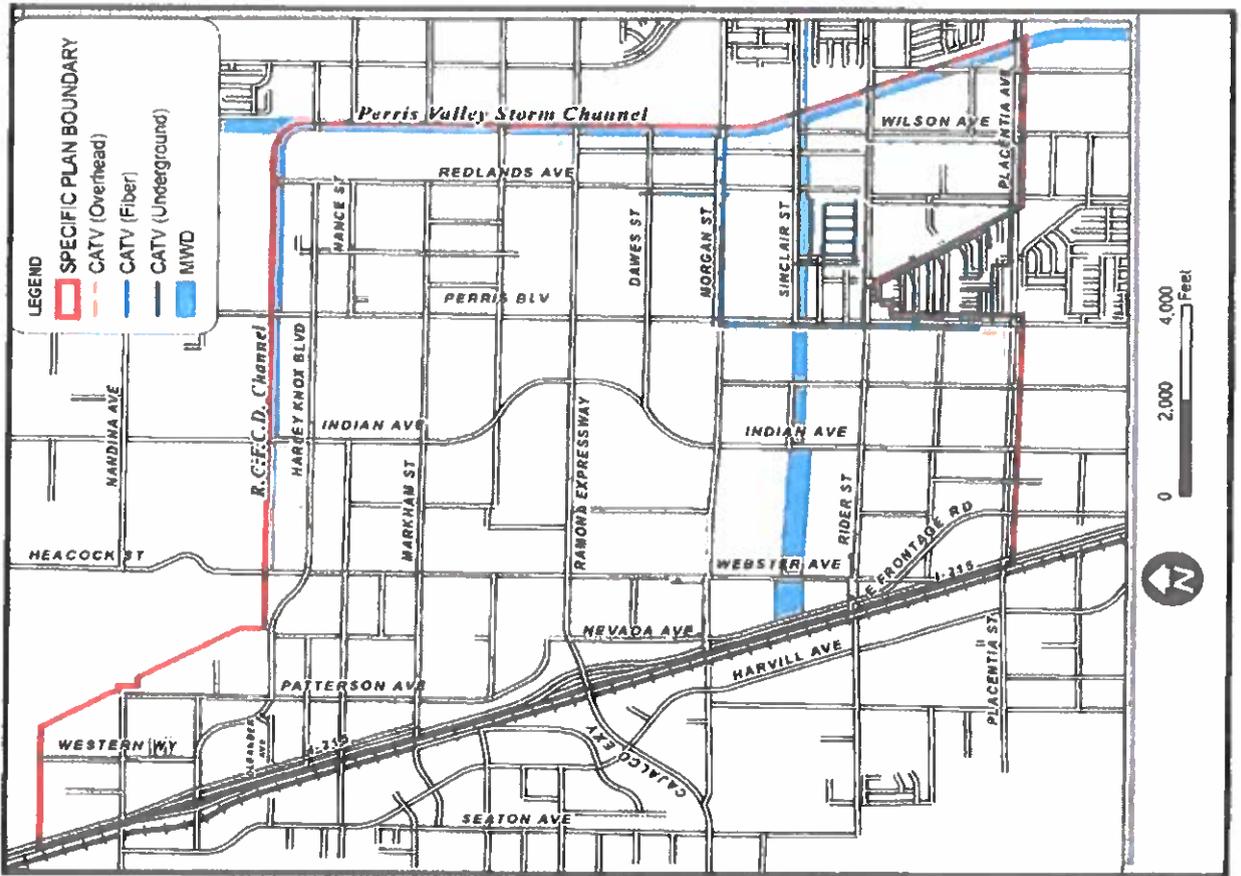
2012 Approved Existing Telephone



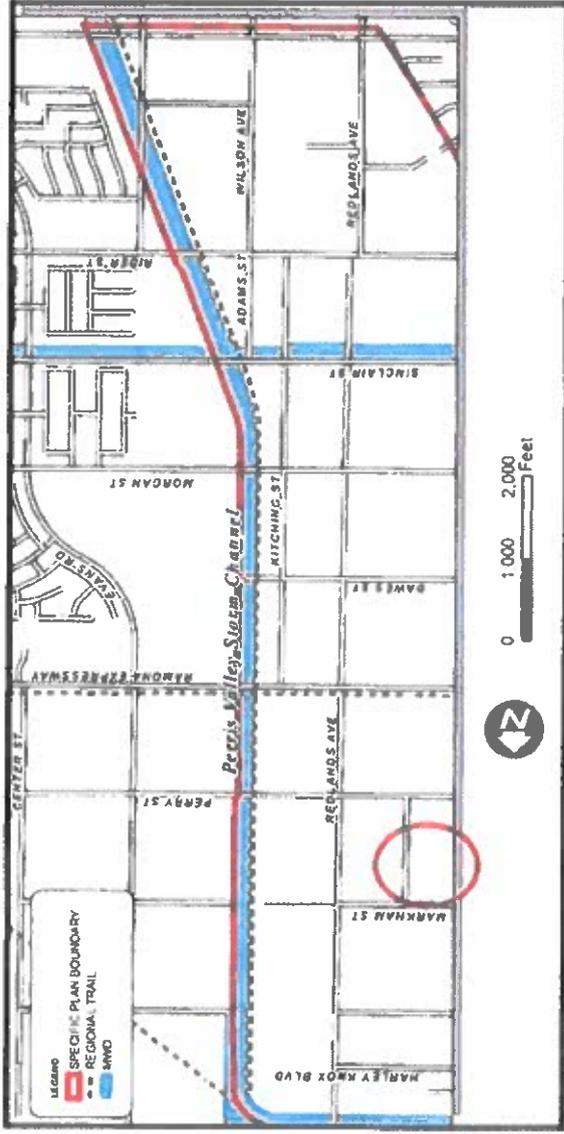
Current Existing Cable



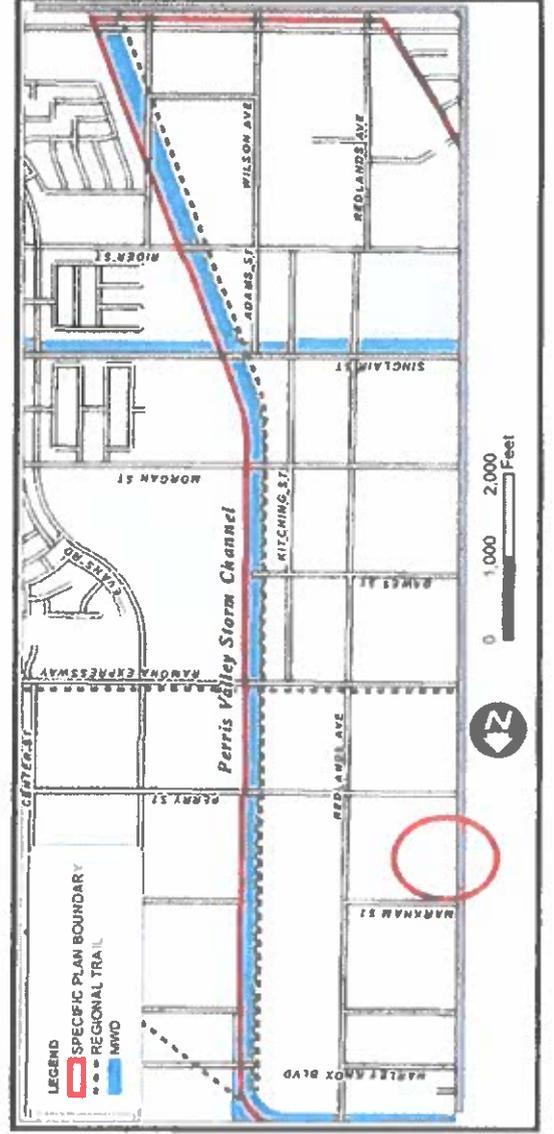
2012 Approved Existing Cable



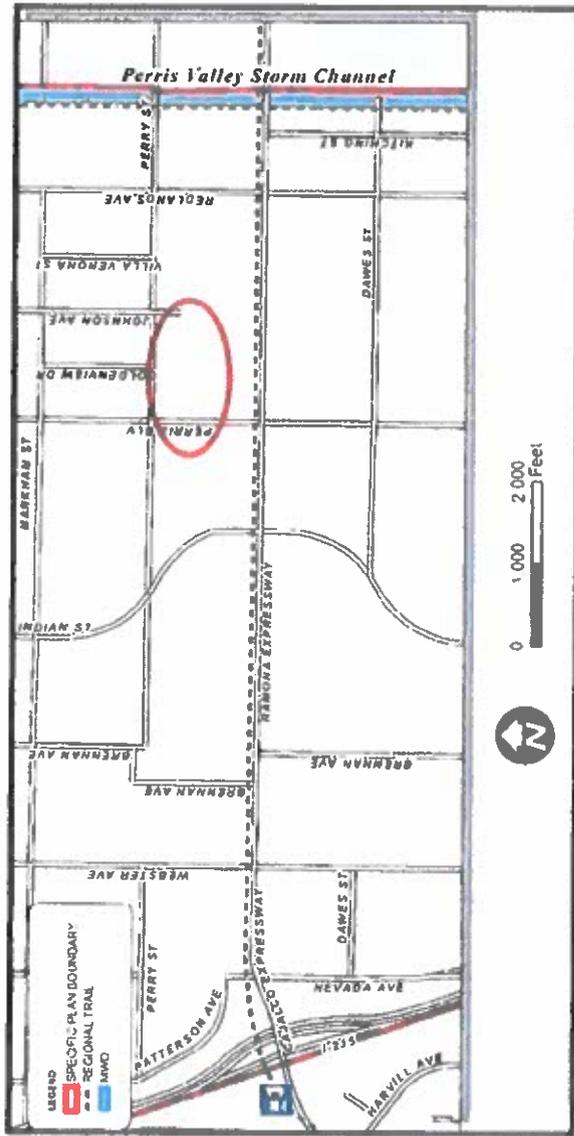
2012 Approved Perris Valley Storm Drain Channel Trail



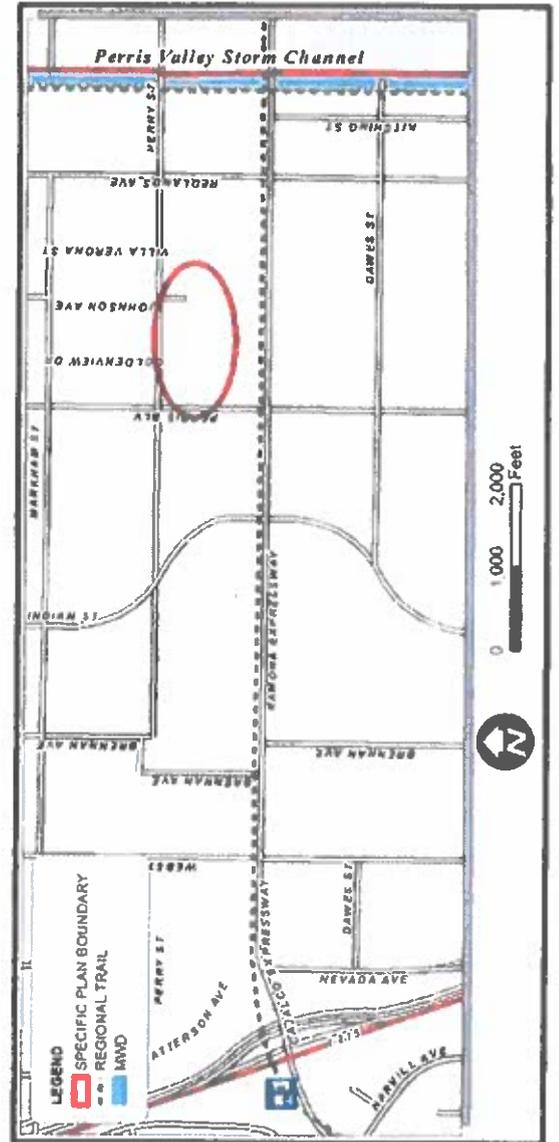
Current Perris Valley Storm Drain Channel Trail



2012 Approved Ramona Expressway Trail



Current Ramona Expressway Trail



DEVELOPMENT PLAN REVIEW NO. 1

DUKE REALTY - PERRIS BOULEVARD & MARKHAM STREET CONCEPTUAL GRADING & DRAINAGE PLAN

PROJECT ADDRESS:
 4745-4755 PERRIS BOULEVARD
 PERRIS, CALIFORNIA 92571
 4755-4765 PERRIS BOULEVARD
 PERRIS, CALIFORNIA 92571

OWNER:
 DUKE REALTY
 10000 WILSON AVENUE
 SUITE 100
 PERRIS, CA 92571

DESIGNER:
 WEBB ENGINEERS
 1000 W. UNIVERSITY AVENUE
 SUITE 100
 PERRIS, CA 92571

DATE: 08/14/2013

PROJECT NO.: 13-001

SCALE: 1" = 40'

PROJECT DATA:
 SHEET NO. 1 OF 1
 SHEET DATE: 08/14/2013
 SHEET SCALE: 1" = 40'

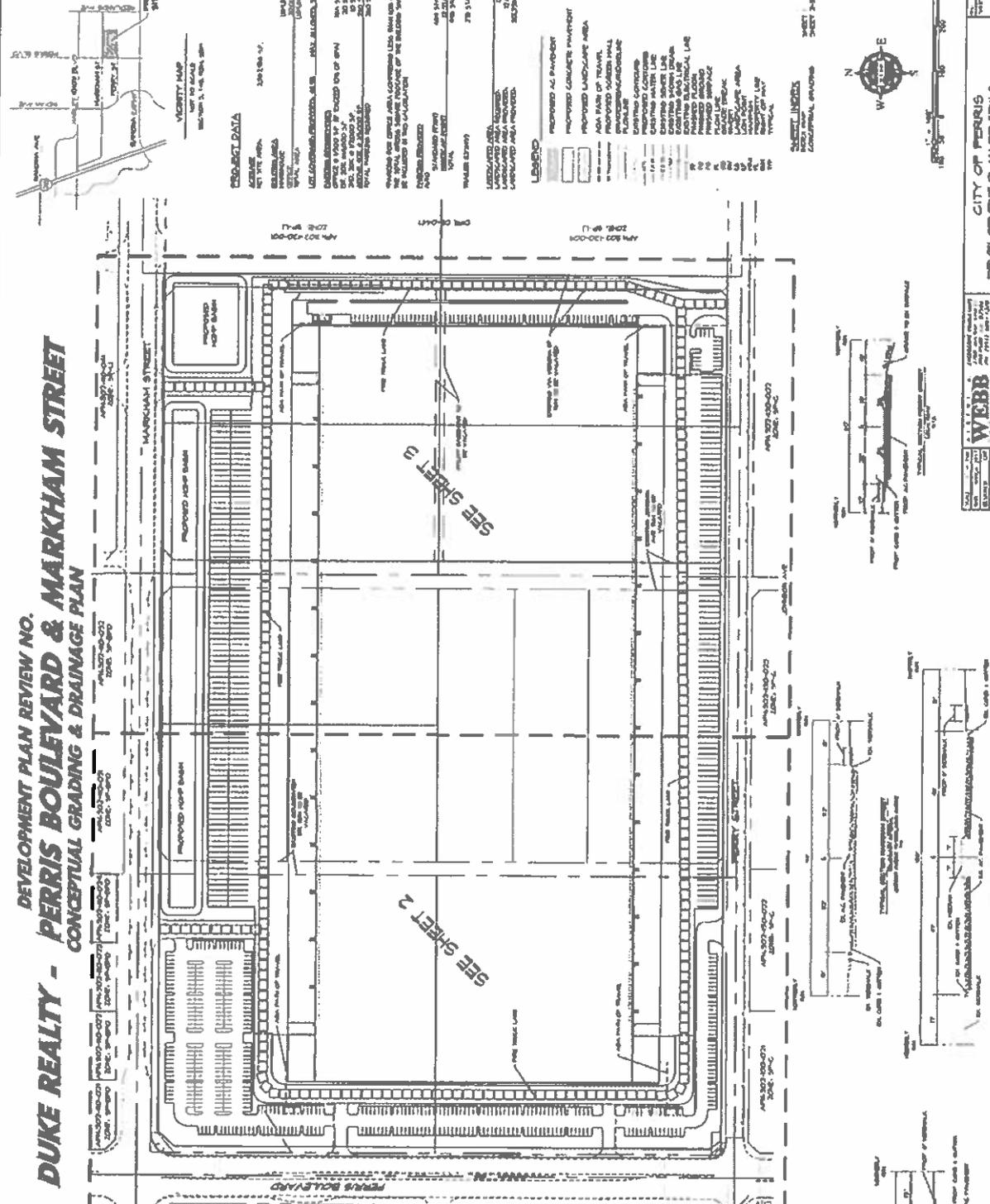
PROJECT LOCATION:
 4745-4755 PERRIS BOULEVARD
 4755-4765 PERRIS BOULEVARD
 PERRIS, CALIFORNIA 92571

PROJECT DESCRIPTION:
 CONCEPTUAL GRADING & DRAINAGE PLAN FOR A 10.0 AC. PARCEL LOCATED AT THE INTERSECTION OF PERRIS BOULEVARD AND MARKHAM STREET. THE PROJECT IS A 10.0 AC. PARCEL WITH AN APPROXIMATE AREA OF 10.0 AC. THE PROJECT IS A 10.0 AC. PARCEL WITH AN APPROXIMATE AREA OF 10.0 AC.

LAND USE:
 SINGLE-FAMILY RESIDENTIAL (SFR)
 10.0 AC. PARCEL

UTILITY CONNECTIONS:
 WATER: 12" DIAMETER WATER MAIN, 10' DEPTH
 SEWER: 12" DIAMETER SEWER MAIN, 10' DEPTH
 GAS: 12" DIAMETER GAS MAIN, 10' DEPTH
 ELECTRIC: 12" DIAMETER ELECTRIC MAIN, 10' DEPTH

NOTES:
 1. THIS PLAN IS A CONCEPTUAL GRADING & DRAINAGE PLAN AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE NECESSARY PERMITS.
 2. THE AREA IS NOT SUBJECT TO HAZARDOUS MATERIALS OR CONTAMINATION.
 3. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.
 4. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.
 5. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.
 6. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.



PROJECT DATA:
 SHEET NO. 1 OF 1
 SHEET DATE: 08/14/2013
 SHEET SCALE: 1" = 40'

PROJECT LOCATION:
 4745-4755 PERRIS BOULEVARD
 4755-4765 PERRIS BOULEVARD
 PERRIS, CALIFORNIA 92571

PROJECT DESCRIPTION:
 CONCEPTUAL GRADING & DRAINAGE PLAN FOR A 10.0 AC. PARCEL LOCATED AT THE INTERSECTION OF PERRIS BOULEVARD AND MARKHAM STREET. THE PROJECT IS A 10.0 AC. PARCEL WITH AN APPROXIMATE AREA OF 10.0 AC. THE PROJECT IS A 10.0 AC. PARCEL WITH AN APPROXIMATE AREA OF 10.0 AC.

LAND USE:
 SINGLE-FAMILY RESIDENTIAL (SFR)
 10.0 AC. PARCEL

UTILITY CONNECTIONS:
 WATER: 12" DIAMETER WATER MAIN, 10' DEPTH
 SEWER: 12" DIAMETER SEWER MAIN, 10' DEPTH
 GAS: 12" DIAMETER GAS MAIN, 10' DEPTH
 ELECTRIC: 12" DIAMETER ELECTRIC MAIN, 10' DEPTH

NOTES:
 1. THIS PLAN IS A CONCEPTUAL GRADING & DRAINAGE PLAN AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE NECESSARY PERMITS.
 2. THE AREA IS NOT SUBJECT TO HAZARDOUS MATERIALS OR CONTAMINATION.
 3. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.
 4. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.
 5. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.
 6. THE PROJECT IS NOT SUBJECT TO ANY SPECIAL REQUIREMENTS.

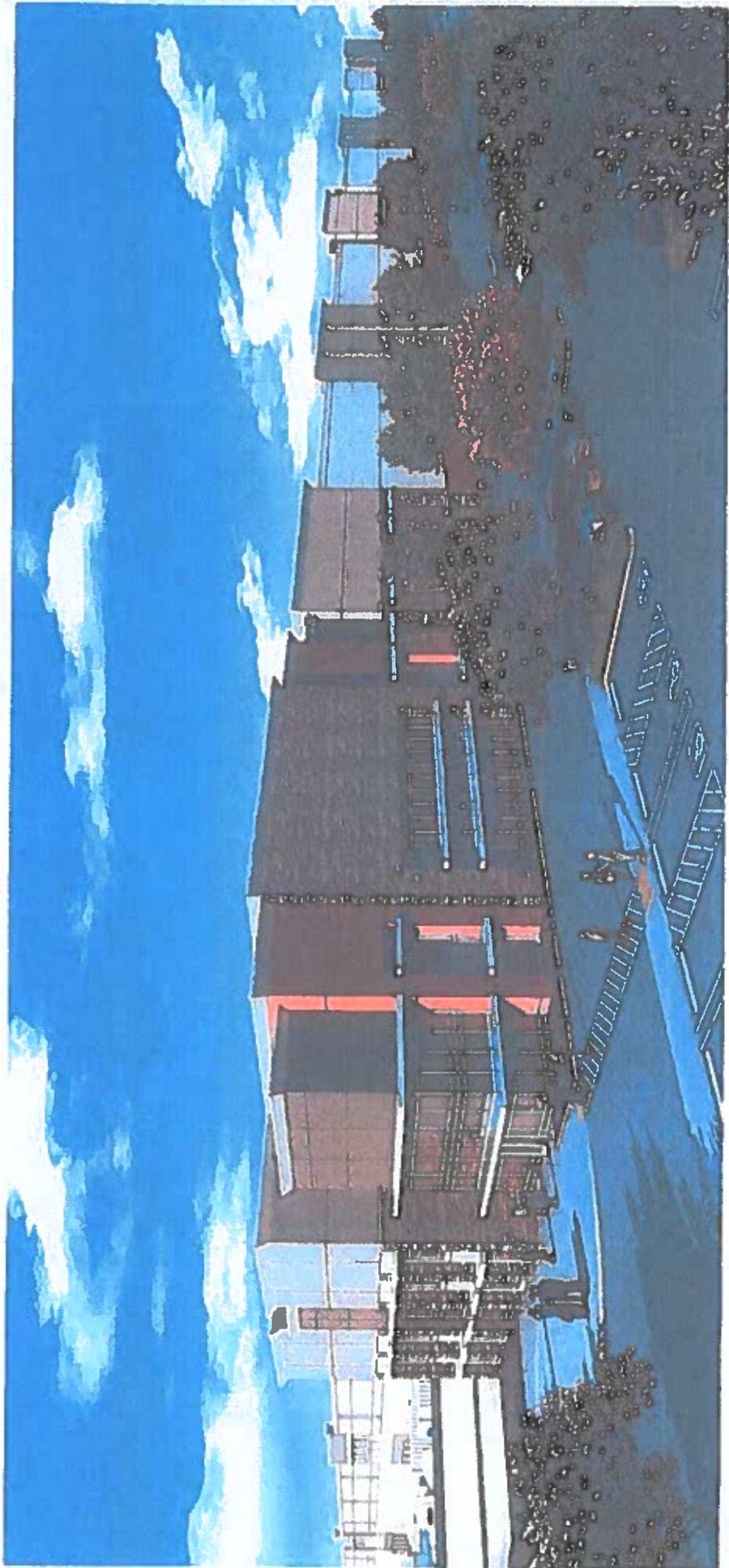
LEGEND:
 PROPOSED CONCRETE PAVEMENT
 PROPOSED ASPHALT PAVEMENT
 PROPOSED LANDSCAPE AREA
 AREA PAIR OF TRAVEL
 PROPOSED SIDEWALK
 PROPOSED BIKEWAY
 PROPOSED CURB
 PROPOSED GUTTER
 PROPOSED DRAINAGE
 PROPOSED MANHOLE
 PROPOSED CATCH BASIN
 PROPOSED STORMWATER PIPE
 PROPOSED SANITARY PIPE
 PROPOSED GAS PIPE
 PROPOSED ELECTRIC PIPE
 PROPOSED WATER PIPE
 PROPOSED FENCE
 PROPOSED SIGN
 PROPOSED LIGHTING
 PROPOSED TREES
 PROPOSED SHRUBS
 PROPOSED GRASS
 PROPOSED MULCH
 PROPOSED ROCK
 PROPOSED SAND
 PROPOSED SOIL
 PROPOSED WATER

SCALE: 1" = 40'

DATE: 08/14/2013

DESIGNER: WEBB ENGINEERS

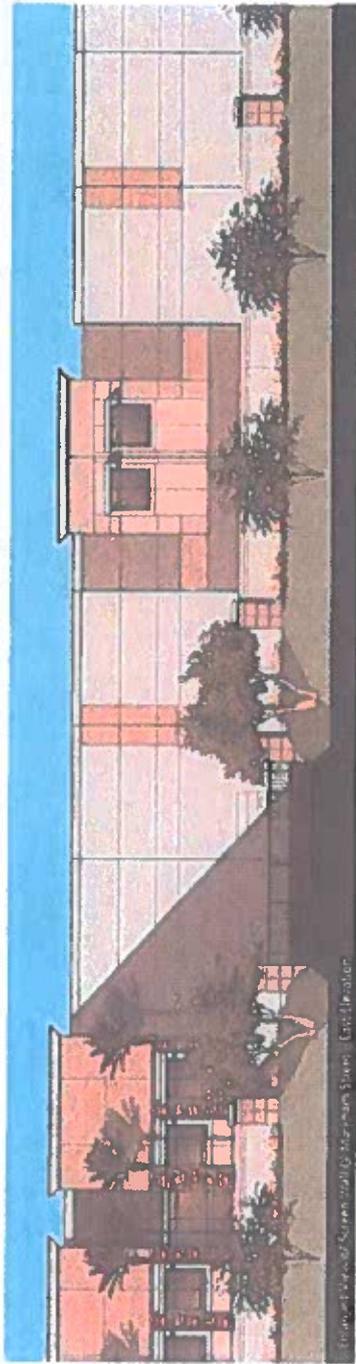
CITY OF PERRIS DEVELOPMENT PLAN REVIEW #
 DUC REALTY PERRIS BOULEVARD & MARKHAM STREET





MATERIALS

- 1 Sherwin Williams SW 7035 Aesthetic White
- 2 Sherwin Williams SW 7517 China Doll
- 3 Sherwin Williams SW 7038 Tony Teupe
- 4 Sherwin Williams SW 9111 Antler Velvet
- 5 Sherwin Williams SW 9168 Elephant Ear
- 6 Sherwin Williams SW 7545 Fur
- 7 Sherwin Williams SW 7398 Sierra Redwood
- 8 Bronze Men Reflective GLAZING
- 9 Brownstone Anodized ALUMINUM
- 10 Consuelo Stone Veneer in Sierra Lodge Brookside
- 11 DAL-TILE Porcelain Tile Marble Atazche Traversine MA 85 Polished 24x48
- 12 Sherwin Williams Acrylic Lees Systems High Gloss/High performance in color SW 7072 Onyx 18 Metal CANOPY

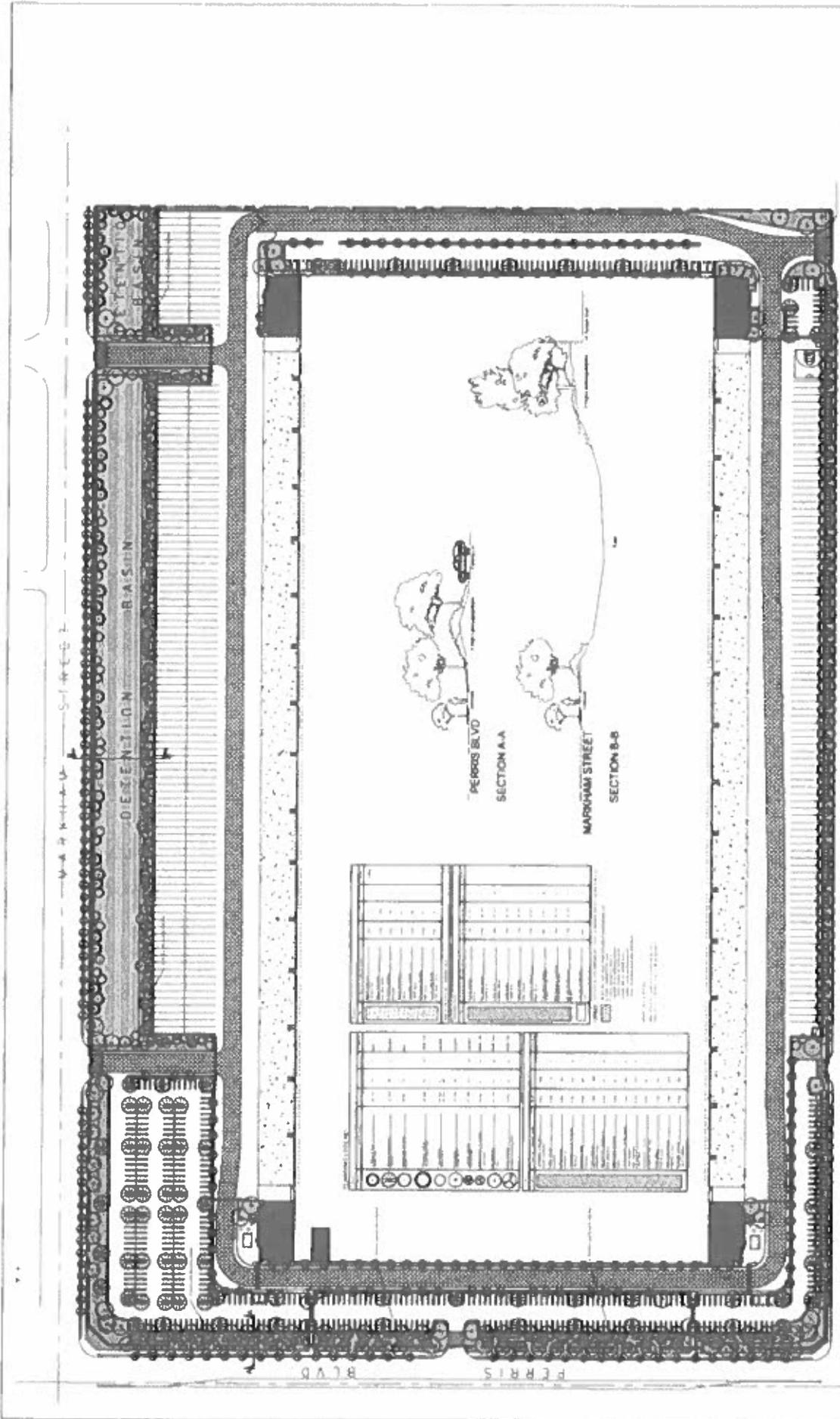


Job No. 16362.00



Markham Street
and
Johnson Avenue
city of perris, california

04 25 2018



Markham Street and Periss Blvd.

Duke Realty

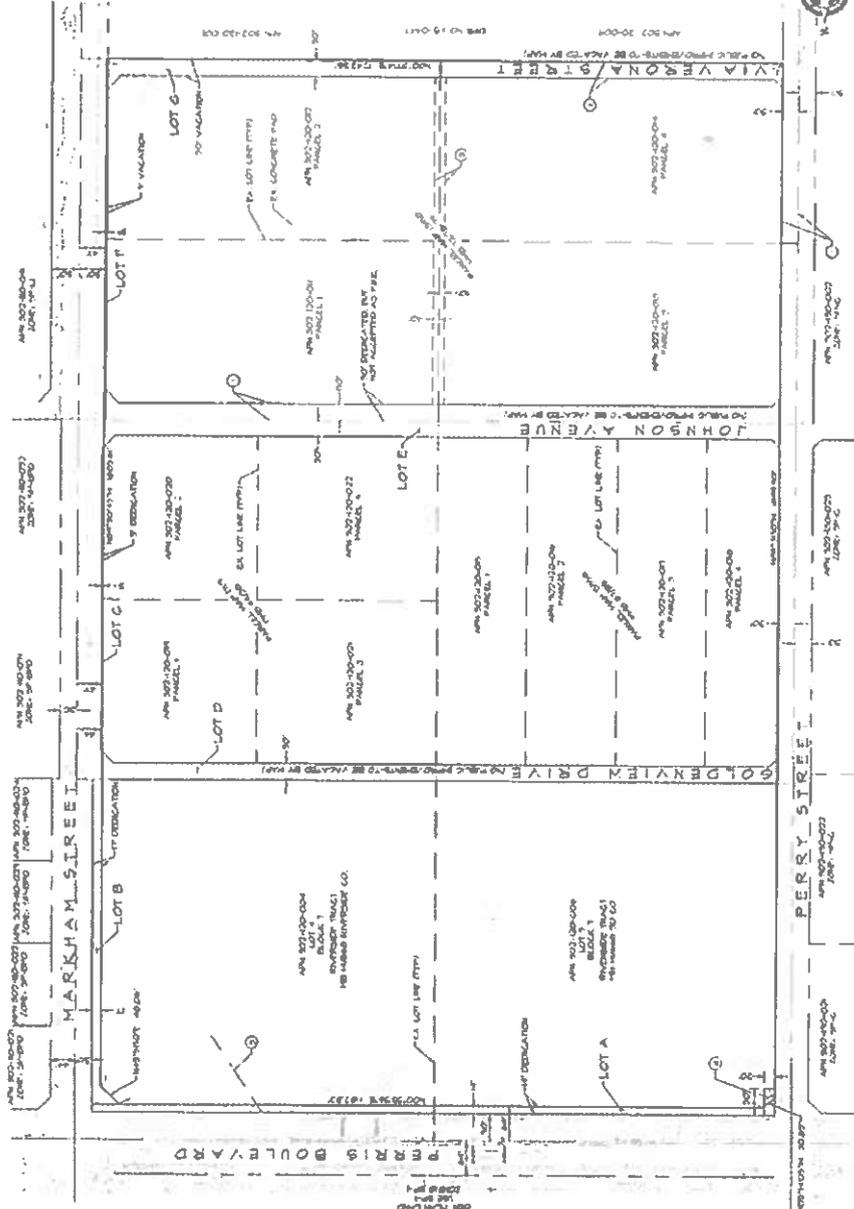
Peris, California



HUNTER LANDSCAPE
 7717 PERISS STREET, PLACENTIA, CA 92669
 Phone: 714-992-4400 Fax: 714-992-1888

CITY OF PERRIS DUKE PERRIS TENTATIVE PARCEL MAP 37304

THIS MAP IS A TENTATIVE PARCEL MAP, AS SUCH IT IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE CITY OF PERRIS DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE CITY OF PERRIS DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE CITY OF PERRIS DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



- REMARKS:**
1. ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.
 2. ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.
 3. ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.
 4. ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.

APPLICANT:
DUKE PERRIS
100 WEST 10TH STREET
PERRIS, CA 92404

ENGINEER:
JAMES R. HARRIS
100 WEST 10TH STREET
PERRIS, CA 92404

DATE:
MAY 15, 2008

AGREEMENT:
DUKE PERRIS, BY AND THROUGH HIS ATTORNEY, HAS AGREED TO ACCEPT THE TERMS AND CONDITIONS OF THIS TENTATIVE PARCEL MAP.

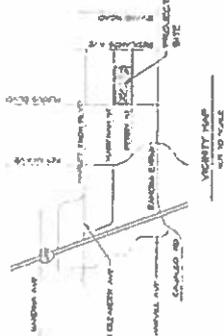
TOPOGRAPHY:
NO TOPOGRAPHIC SURVEY WAS CONDUCTED FOR THIS PROJECT.

UTILITY COMPANIES:
SOUTHERN CALIFORNIA GAS COMPANY
SOUTHERN CALIFORNIA ELECTRIC COMPANY

LEGAL DESCRIPTION:
DUKE PERRIS TRACT, PARCELS 1 THROUGH 7, BEING PART OF THE DUKE PERRIS TRACT, AS SHOWN ON TENTATIVE PARCEL MAP 37304, CITY OF PERRIS, CALIFORNIA.

SCHOOL DISTRICT:
PERRIS UNIFIED SCHOOL DISTRICT

ADDITIONAL NOTES:
ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.



AGREEMENT:
DUKE PERRIS, BY AND THROUGH HIS ATTORNEY, HAS AGREED TO ACCEPT THE TERMS AND CONDITIONS OF THIS TENTATIVE PARCEL MAP.

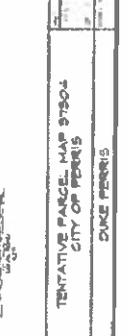
TOPOGRAPHY:
NO TOPOGRAPHIC SURVEY WAS CONDUCTED FOR THIS PROJECT.

UTILITY COMPANIES:
SOUTHERN CALIFORNIA GAS COMPANY
SOUTHERN CALIFORNIA ELECTRIC COMPANY

LEGAL DESCRIPTION:
DUKE PERRIS TRACT, PARCELS 1 THROUGH 7, BEING PART OF THE DUKE PERRIS TRACT, AS SHOWN ON TENTATIVE PARCEL MAP 37304, CITY OF PERRIS, CALIFORNIA.

SCHOOL DISTRICT:
PERRIS UNIFIED SCHOOL DISTRICT

ADDITIONAL NOTES:
ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.



**TENTATIVE PARCEL MAP 37304
CITY OF PERRIS**

DATE:
MAY 15, 2008

ENGINEER:
JAMES R. HARRIS

APPLICANT:
DUKE PERRIS

TOPOGRAPHY:
NO TOPOGRAPHIC SURVEY WAS CONDUCTED FOR THIS PROJECT.

UTILITY COMPANIES:
SOUTHERN CALIFORNIA GAS COMPANY
SOUTHERN CALIFORNIA ELECTRIC COMPANY

LEGAL DESCRIPTION:
DUKE PERRIS TRACT, PARCELS 1 THROUGH 7, BEING PART OF THE DUKE PERRIS TRACT, AS SHOWN ON TENTATIVE PARCEL MAP 37304, CITY OF PERRIS, CALIFORNIA.

SCHOOL DISTRICT:
PERRIS UNIFIED SCHOOL DISTRICT

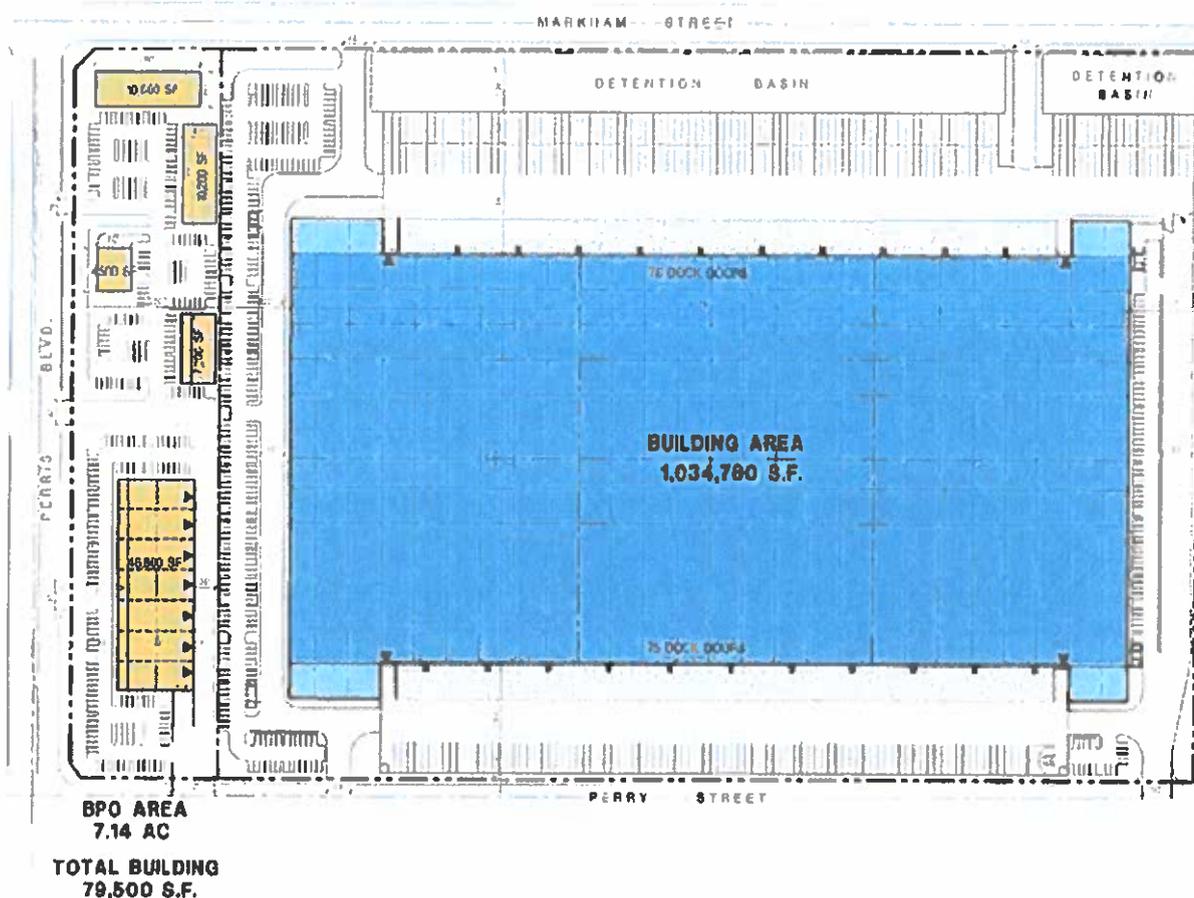
ADDITIONAL NOTES:
ALL EASEMENTS AND RIGHTS OF WAY SHOWN ON THIS MAP ARE BASED ON THE RECORDS OF THE COUNTY OF RIVERSIDE, CALIFORNIA.

PROJECT ALTERNATIVES

Alternative 1: No Project/No Build. Existing zoning of Business Professional Office and Light Industrial to remain with no development.

Alternative 2: No Project/No Zone Change/Specific Plan Development Alternative. Existing 35 acres of Business Professional Office zoning to remain and be developed in accordance with the land use designation, and the adjacent 17 acres of Light Industrial zoning to also be developed in accordance with the land use designation, yielding approximately 518,000 square feet of business park uses and 371,260 square feet of warehouse use

Alternative 3: BPO Fronting Perris Boulevard/Reduced Zone Change. Reduce BPO zoning from 35 acres to approximately 7.1 acres along Perris Blvd. and develop with a 79,500 square foot business park, and develop the remaining 48 acres with a 1,034,780 square foot logistics warehouse building.



Alternative 4: Reduced Density. Reduce the project density by 30%, resulting in an approximately 832,900 square foot warehouse building.

Applicable FVCCSP EIR Mitigation Measures and Additional Project-Level Mitigation Measures		Monitoring Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance
Impact/Threshold	Additional Project-Level Mitigation Measures				Initials Date Remarks
Aesthetics	Additional Project-Level Mitigation Measures				
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	MM AES 1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.	Prior to issuance of a grading permit	Review and approval of Contractor Specifications	City of Perris Building Division	
Air Quality	Applicable FVCCSP EIR Mitigation Measures				
Violate any air quality standard or contribute substantially to an existing or projected air quality violation	MM Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail site detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAGMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAGMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: <ul style="list-style-type: none"> requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain); keeping disturbed/loose soil moist at all times; requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered; installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip; posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site. 	Prior to issuance of a grading permit	Approval of required traffic control plan	City Engineer's Office	
		Prior to issuance of a grading permit	Submission of dust control plan approved by the SCAGMD or other sufficient proof of compliance with Rule 403	City of Perris Planning Division and City Engineer's Office	

Impact/Threshold	Applicable IVOC/SPER Mitigation Measures and Additional Project-Level Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance
				Initials	Date
					Remarks
	<ul style="list-style-type: none"> suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour. appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation. sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186 T certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials. replacement of ground cover in disturbed areas as quickly as possible. 				
	<p>MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes</p>	<p>Prior to issuance of building and grading permit</p>	<p>Confirmation that building and grading permits include required</p>	<p>City of Perris Building Division</p>	
	<p>MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits</p>	<p>Prior to issuance of a grading permit</p>	<p>Confirmation that this requirement is included in Contractor Specifications</p>	<p>City of Perris Building Division</p>	
	<p>MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PurNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit</p>	<p>Prior to issuance of a grading permit</p>	<p>Confirmation that this requirement is included in Contractor Specifications and project construction documents</p>	<p>City of Perris Building Division</p>	
	<p>MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.</p>	<p>Prior to issuance of a grading permit and during construction</p>	<p>Confirmation that this requirement is included in Contractor Specifications Periodic review of equipment maintenance records and equipment design.</p>	<p>City of Perris Building Division</p>	

Impact Threshold	Application of PVCCSP EIR Mitigation Measures and Additional Project Level Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
	<p>MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.</p> <p>MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.</p> <p>MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p> <p>MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.</p> <p>MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP (On-road Heavy Duty Voucher Incentive Program), HVIP (Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project), and SOON (Surplus Off-</p>	<p>Prior to issuance of building permits</p> <p>Prior to issuance of building permits</p> <p>Prior to issuance of occupancy permits and annually thereafter</p> <p>Prior to issuance of certificate of occupancy and periodically after development</p> <p>Prior to issuance of occupancy permits and annually thereafter</p>	<p>Confirmation that this requirement is included in contractor specifications</p> <p>Confirmation that this requirement is included in contractor specifications</p> <p>Confirmation that this requirement is included in building specifications inspection to confirm signage posted</p> <p>Confirmation that architectural plans for buildings at which TRUs will be used include electrical hookups and/or auxiliary power units</p> <p>Confirmation that tenants have been provided with required information</p>	<p>City of Perris Building Division</p> <p>City of Perris Planning Division</p>		

Impact Threshold	Applicable PMCSPEIR Mitigation Measures and Additional Project-Level Mitigation Measures	Monitoring/Timing Frequency	Action indicating Compliance	Monitoring Agency	Verification of Compliance
				Initials	Date
	Road Opt-in for NOX funding programs, as identified on SCAQMD's website (http://www.scaqmd.gov). Tenants would be required to use those funds, if awarded.				
	MM Air 14: Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.	Prior to issuance of certificate of occupancy and periodically after development	Confirmation that designated parking spaces for high-occupancy vehicles and vans are included in building plans and verified during a site visit	City of Perris Building Division	
	MM Air 18: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the Project	Prior to issuance of building permit	Evidence of coordination with RTA and plot plans that incorporate future bus turnouts in areas where RTA has future plans for bus routes	City of Perris Building Division	
	MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the Project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.	Prior to the issuance of building permits	Submission of energy-efficient street lighting plans	City of Perris City Engineer's Office	
	MM Air 20: All Project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%). The Project shall incorporate a water conservation strategy of 30% or higher.	Prior to issuance of building permits	Submission of a Title 24 worksheet with building plans	City of Perris Building Division	
	Additional Project-Level Mitigation Measures				
	MM AQ 1: Service equipment (i.e., yard hostlers and forklifts) used within the site shall be electric or compressed natural gas-powered.	Prior to issuance of a grading permit	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division	