

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

CITY COUNCIL CONDITIONS OF APPROVAL

**Tentative Tract Map 36648 (15-05002)
Zone Change 15-05003
General Plan Amendment 15-05004**

August 29, 2017

PROJECT: TTM 36648 (15-05002) ZC 15-05003, GPA 15-05004 - A proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000 and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan land use element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the General Plan Circulation Element. Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public). The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road. **Applicant:** John Abel, Stratford Ranch Investors, LLC.

***MITIGATION, MONITORING AND REPORTING PROGRAM (MMRP)**

The Mitigation Monitoring and Reporting Program (MMRP) Checklist is attached to reduce potential traffic, geology, air quality, biological and cultural resource impacts, and shall be implemented in accordance with the timeline, reporting and monitoring intervals listed in the MMRP. The applicant is required to meet all the mitigation measures as conditions of approval.

General Requirements:

- 1. Environmental Impact Report Mitigation Monitoring Program.** The project shall at all times comply with all provisions of the adopted Mitigation Monitoring and Reporting Program (MMRP) of the Mitigated Negative Declaration.
- 2. Development Standards.** The project shall conform to all requirements of the City of Perris Municipal Code Title 19.
- 3. Conformance to Approved Plans.** Development of the project site, building elevations, and conceptual landscaping shall conform substantially to the approved set of plans presented at the **July 19, 2017** Planning Commission hearing, or as amended by these conditions and as approved by the City Council. Any deviation shall require appropriate Planning Division review and approval.
- 4. Tract Map Term of Approval.** In accordance with the Subdivision Map Act, the recordation of the final map shall occur within two (2) years from the approval date unless an extension is granted. 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 extension shall be submitted to the Development Services Department at least thirty (30) days prior to the expiration of Tentative Map approval.

Attachment 1

5. **Val Verde School District.** The proposed subdivision shall adhere to the standard requirements and mitigation fees established by the *Val Verde School District*.
6. **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).
7. **Property Maintenance.** The project shall comply with provisions of Perris Municipal Code 7.06 regarding Landscape Maintenance, and Chapter 7.42 regarding Property Maintenance.
8. **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 TTM 36648 (15-05002) ZC 15-05003, GPA 15-05004. The City shall promptly notify the developer/applicant of any claim, action, or proceeding for which indemnification is sought and shall further cooperate fully in the defense of the action.
9. **Building Official/Fire Marshal.** The proposed project shall adhere to all requirements of the Building Official/Fire Marshal. Fire hydrants shall be located on the project site pursuant to the Building Official. The applicant shall submit a fire access and fire underground plan prior to construction drawings. Water, gas, sewer, electrical transformers, power vaults and separate fire/water supply lines (if applicable) must be shown on the final set of construction plans pursuant to the requirements of the Building Official. All Conditions of Approval shall be included on building plans. See City of Perris website, Office of the Fire Marshal, for examples and relevant information for access and underground plan available at: <http://www.cityofperris.org>.
10. **Fish and Game Fee.** Within three (3) days of City Council approval, the applicant shall submit a check to the City Planning Division, payable to "Riverside County Clerk-recorder," for a \$2,216.25 for payment of State Fish and Game fees and 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.
11. **Public Works Administration Conditions.** The project shall comply with all requirements of the Public Works Administration Department as indicated in the Conditions of Approval dated April 18, 2017.
12. **Engineering Conditions.** The project shall comply with all requirements of the City Engineer as indicated in the Conditions of Approval dated March 16, 2017.
13. **Fire Marshall Conditions.** The project shall comply with all requirements of the Fire Marshall as indicated in the conditions of approval dated June 21, 2017

14. **Class II Bike Lane.** A Class II bike lane shall be installed per the Perris Trail Master Plan along Evans Road to all off-site improvement plans subject of the approval of Planning Division and City Engineer. A copy of the street improvement plans shall be submitted to the Planning Division.
15. **Dam Inundation Disclosure.** The owner shall disclose to all future tenants indicating the project is in a dam inundation area making the site subject to flooding in the event of a dam failure.
16. **Unit Identification.** Each unit in the tract shall include an interior lighted address fixture. This fixture shall allow for replacement of the bulbs, and shall be reviewed and approved by the Planning Division.
17. **Utilities.** All utilities such as cable TV and electrical distribution lines (including those which provide direct service to the project site and/or currently exist along public right-of-ways) adjacent to the site shall be placed underground, except for electrical utility lines rated at 65kv or larger. All utility facilities 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.
18. **Mechanical Equipment.** All mechanical equipment, including air conditioning units, pool equipment, etc., shall be screened from the public right-of-way by a view obscuring fence, wall, or landscaping to the satisfaction of the Planning Division.
19. **Residential Use and Development Restrictions.** The physical development of all lots shall be reviewed and approved by the city. Any use, activity, and/or development occurring on the site without appropriate city approvals shall constitute a code violation and shall be treated as such. Placement of any sales trailer or a model home shall require separate review and approval by the City.
20. **Spark Arresters.** All spark arresters in the proposed tract shall be screened by sheet metal enclosures, or other material acceptable to the Building Department, and painted the according to the approved paint palette.
21. **City-Approved Waste Hauling.** The developer shall use only the City-approved waste hauler for all construction and other waste disposal.
22. **Energy Conservation.** To improve local air quality, the applicant shall incorporate the following energy-conservation features into the project (as feasible):
 - Low NO_x water heaters per specifications in the Air Quality Attainment Plan;
 - Heat transfer modules in furnaces;
 - Light colored water-based paint and roofing materials;
 - Passive solar cooling/heating; and,
 - Energy efficient appliances and lighting.

An accounting of the project's energy conservation measures shall be submitted to the Building Division, prior to application for Building Permits.

23. **Preliminary Water Quality Management Plan (PWQMP)** A Preliminary WQMP was prepared for the proposed project site. All P-WQMPs were determined to be in substantial compliance, in concept, with the Riverside County 2012 WQMP Manual requirements. The following two 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 lot specific LID design, extended detention basins, and landscaping. The Public Works Department shall review and approve the final WQMP text, plans and details.

Prior to Final Tract Map approval.

24. **Final Tract Map Approval.** Prior to issuance of grading permits, a final map application shall be submitted to the Planning Division with payment of appropriate fees for review and approval concurrently with application to the City Engineer. No precise grading permit shall be approved prior to final tract map approval. The developer shall obtain the following clearances or approvals prior to Final Map Recordation:
- a. Verification from the Planning Division that all pertinent conditions of approval have been met, including any Administrative Development Plan Review approvals, as mandated by the Perris Municipal Code.
 - b. Planning Commission approval of all proposed street names through a Street Name application.
 - c. Prior to final map, the developer shall include a description that La Vina a.k.a. Markham Street (between Perris Valley Storm Channel to Evans Road), and Nance Street (between Perris Valley Storm Channel to Evans Road) is vacated with the Final Tract Map.
 - d. Any other required approval from an outside agency.
 - e. **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:

- i. Landscape Maintenance District No. 1;
- ii. Flood Control Maintenance District No. 1;
- iii. Maintenance District No. 84-1;
- iv. North Perris Community Facilities Assessment District; and
- v. Transportation Uniform Mitigation Fee.

25. **Access to Perris Valley Storm Channel Trail.** Prior to recordation of the final parcel map, the developer shall dedicate land, provide easements, or otherwise hold property in common ownership for access points to the pedestrian/bicycle trail along the PVSC western boundary of the project site. Two access points will be located along the proposed Tract Map (36648) located at; decompose granite trail that extends from Lot "A" and "B," and south of lot 171. A pedestrian access shall be provided between lot 158 and 159. Wayfinding/Kiosk signage shall be provided at all entrances from the Perris Valley Storm Channel. A break in the fence shall be provided at each access point, and include the installation of removable bollards to prevent entrance of motorized vehicles.
26. **CC&Rs.** Prior to recordation of the Final Map, the developer shall submit and obtain approvals for any Covenants, Conditions, and Restrictions (CC&Rs) to the Department of Planning and Community Development and the City Attorney's office. Approved CC&Rs shall be recorded with the final map.

Prior to Issuance of Grading Permits

27. **Southern California Edison.** Prior to issuance of grading permits, the applicant shall contact the Southern California Edison (SCE) area service planner (951-928-8323) to complete the required forms prior to commencement of construction.
28. **Final Water Quality Management Plan (F-WQMP).** The applicant shall submit a final WQMP including, but not limited to, plans and details providing the elevations, slopes, and other details for the proposed structural source control BMPs, vegetative swales, underground storm chamber and canopy cover for trash enclosure areas. The Public Works Department shall review and approve the final WQMP plans, and details.
29. **Floodway.** Prior to receiving a grading permit, no residential units shall not be developed within Floodway unless otherwise approved by FEMA. All building pads shall be a minimum of 12" inches and finished floors shall be elevated a minimum of 18 inches above the 100-year flood plain.
30. **Jurisdictional Waters Mitigation Measure.** To compensate the loss of approximately 0.02 acre of non-westland jurisdictional waters (i.e., Corp, Regional Board, and CDFW jurisdiction), the project proponent shall purchase credits from an approved mitigation bank or in-lieu fee program, such as through Riverside-Corona Resource Conservation District (RCRCD). Credits shall be purchased at a 2:1 ratio.

Prior to Issuance of Building Permits

31. **Building Plans.** All Planning, Public Works Administration, and Engineering

Conditions of Approval shall be copied onto the approved building plans. Such conditions shall be annotated, directing the receiver to the sheet and detail(s) indicating satisfaction of the conditions. Also, the Mitigation and Monitoring 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.

32. **Property Liens.** The applicant shall pay all liens owed to the city prior to the issuance of building permits.
33. **Administrative Development Plan Review.** Prior to issuance of any building permit, the applicant shall obtain approval of an Administrative Development Plan Review (ADPR) for the review of architecture, plotting, conceptual landscape, and fencing of all production units within the entire tract. The applicant shall provide one single-story product type which shall be plotted on corners and at regular intervals throughout the tract (i.e., every fourth or fifth unit). Side entry garages are encouraged and shall be incorporated as feasible and as approved through the development plan review process. The following is required for plotting, color and materials, and architecture.
 - a. The developer shall submit a minimum of four (4) architectural types, eight (8) color schemes, and four (4) floor plans.
 - b. Each architectural type shall provide a minimum of two (2) materials that are associated with selected architecture.
 - c. All elevations shall provide architectural detail option for lots that are facing the public right-of-way, detention basins, Trails, and Perris Valley Storm Channels.
 - d. The floor plan shall include the garage is set back behind 5' feet or more from the habitable building wall or covered porch entry.
 - e. No three (3) consecutive lots (side by side) shall have similar architecture or floor plan, and no similar architecture or floor plan shall be located across the street.
 - f. A minimum 10% of each floor plan shall be used within the tract.
 - g. All garage doors shall include decorative windows at the top row of the door.
 - h. All units are required to provide a covered porch towards the street.
 - i. Roof type and roof pitch of new residential buildings shall be consistent throughout the architectural type.
 - j. Two story homes will break first and second story by recessing the second story or by providing an architectural feature that would distinguish each story from one another.
 - k. All units shall include accent features such as sills, shutters, false canopies, surrounds, and multi-paned windows shall be used. Recessed windows shall also be used where appropriate.
 - l. All electrical panels and exposed roof pipes shall be painted to match.
34. **Phasing.** Prior to issuance of building permits, all phasing plans shall be reviewed and approved by the Planning Division, and the City Engineer. Each Phase of the project shall provide adequate drainage and at least two points of access to all lots.
35. **March Air Reserve Base.** Prior to building permit issuance, in accordance with conditions of approval by the Airport Land Use Commission (ALUC) letter dated July

14, 2014, the following measures shall be implemented to address the project's location within Airport Influence Area:

- a. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- b. 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 excessive smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers contain putrescible wastes, construction and demolition debris facilities, fly ash disposal and incinerators.)
 - iv) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- c. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for information.
- d. A "Notice of Airport in the Vicinity" shall be provided to all potential purchasers and tenants of the property.

NOTICE OF AIRPORT IN VICINTIY

"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyance, if any are associated with the property before you complete your purchase and determine whether they are acceptable to you".

- e. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would

provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

36. **Walls and Fences.** Prior to issuance of building permits, the developer shall submit and obtain approval from the Planning Division of a block wall/ fence plan. At a minimum, this plan shall include the following items:
- a. **Decorative Perimeter Walls.** The perimeter walls shall consist of a 6' foot high split-face block wall with decorative cap along Evans Road, northern tract boundary, and interior detention basins (in public view and facing interior trails) shall include split-face block wall with stone veneer pilasters every 60' feet or perimeter wall corner, or lot line corner.
 - b. **Decorative Perimeter Walls (facing Perris Valley Storm Channel).** The perimeter walls shall consist of a 6' foot high split-face block wall with decorative cap with stone veneer pilasters every 60' feet or perimeter wall corner, or lot line corner along the *Perris Valley Storm Channel*. The retaining wall below the split faced perimeter wall (facing the storm channel) shall use a decorative crib wall.
 - c. **Fencing (visible from public view).** A six-foot high, decorative block wall shall be required for all residential property lines where side or rear yards adjoin a public street. This shall include decorative stone veneer pilasters. Split-face block walls with vinyl gates shall be used for all side returns between residences and along all side yards adjacent to a street.
 - d. **Interior fencing (not visible from public view).** Six-foot high, u.v. protected vinyl fence on side and rear property lines interior to the project (not visible from the public right-of-way).
 - e. **Height of Block Walls.** All split face walls shall not be higher than 6' feet in height. If a combination wall exceeds 6' feet, then a landscape berm or retaining wall is required to conceal the height of the wall.
 - f. **Corner/Reverse Corner and Rear Walls.** The decorative block walls shall be setback 5' (five) feet from the property line on all corner lots and reverse frontage lots that abut public streets.
 - g. **Detention Basins and Storm Drain Facilities.** All enclosed detention basins or storm drain facilities shall have decorative wrought iron fencing with decorative pilasters every 60' feet or perimeter wall corner, or lot line corner. If the detention basin abuts a residential property, a 6' foot decorative block wall is required.
 - h. **Tract Identification.** The developer shall provide community entry statements, including theme walls, monumentation and enhance landscaping at each entrance to the tract along Evans Road. Theme walls and monuments shall not occur within the public right-of-way. The design of entry statements shall be subject to the review and approval of the Planning Division.

- i. **Lot "A" wall along Evans Road.** A 6' foot high split-face block wall shall extend from lot 137 to the decompose granite trail to conceal the detention basin on Lot "A" from Evans Road.
 - j. **Graffiti.** All tract perimeter block walls shall be treated with a graffiti resistant coat. This includes walls facing the Perris Valley Storm Channel, northerly wall facing Moreno Valley, detention basin, and Evans Road.
37. **Construction Practices.** To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:
- a. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m. Per Zoning Ordinance, Noise Control, Section 7.34.060, it is unlawful for any persons between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in a manner as to create disturbing excessive or offensive noise. If any deviations from the construction hours are deemed necessary, it first must be requested with the building inspector identifying why this must occur and the time frame it is needed along with necessary provision to mitigate noise impact. The approval of this request is subject to the review and approval of the Building Official.
 - b. Building Department Construction activity shall not exceed 80 dBA in residential zones in the City.
 - c. Construction routes are limited to City of Perris designated truck routes or otherwise approved by the Building Official.
 - d. Water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, transportation of cut or fill materials and construction phases to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
 - e. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such persons shall be provided to the City.
 - f. Project applicant shall require contractor to provide construction site electrical hook ups for electric hand tools such as saws, drills, and compressors as practical to eliminate the need for diesel powered electric generators or provide evidence that electrical hook ups at construction sites are not practical or prohibitively expensive.
38. **Water Resources Control Board.** Prior to issuance of Building Permits, the applicant shall submit a copy of the State Water Resources Control Board permit letter with the WDID number to Planning Staff.
39. **Fees.** The developer shall pay the following fees according to the timeline noted.

Prior to the issuance of building permits, the applicant shall pay:

- 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. Prior to the issuance of building permits, The developer shall pay all development impact fees, including parks and recreation fees in accordance with Ordinance Number 953. Such fees shall be based on a ratio of five acres per thousand residents. Per said ordinance the City reserves the right to utilize fair market value of the land based on qualified appraisal;
- f. Appropriate City Development Impact Fees in effect at the time of development; and
- g. Appropriate Transportation Uniform Mitigation Fees (TUMF) in effect at the time of development.

40. **Additional Plan Requirements.** The following additional plans shall be reviewed and approved by Planning staff and the appropriate City departments, as necessary:

- a. **Detached sidewalks.** The entire tract shall provide detached sidewalks within the right-of-way.
- b. **Landscape Maintenance District Areas.** The following areas shall be included in the Landscape Maintenance District:
 - i. Evans Road Parkway
 - ii. Main entrances from Evans Road
 - iii. Detention basins "A," "B," and "C."
 - iv. The Perris Valley Storm Channel Trail.
 - v. All interior decompose granite trails and points of trail access from Evans Road and Perris Valley Storm Channel.
 - vi. Entry monument sign.
- c. **Block Wall Fencing (to include crib walls) along Perris Valley Storm Channel.** A maximum 6-foot high split-face block wall with pilasters every 60' feet or perimeter wall corner, or lot line corner shall be provided along the westerly property line. The wall shall provide graffiti based coating.

41. **Landscaping Plans.** Prior to issuance of building permits, three (3) copies of Construction Landscaping and Irrigation Plans shall be submitted to the Planning Department for approval and shall be accompanied by the appropriate filing fee. The landscape and irrigation plan shall be prepared by a registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code. The location, number, genus, species, and container size of the plants shall be shown. The landscaping shall be consistent with the conceptual landscape plan. The following shall apply:

- a. **Accent Landscaping.** The following treatments, consistent with the conceptual landscape plan or as conditioned herein, are required:
 - Shade trees (are required along the Perris Valley Storm Channel and entry trail connection points.

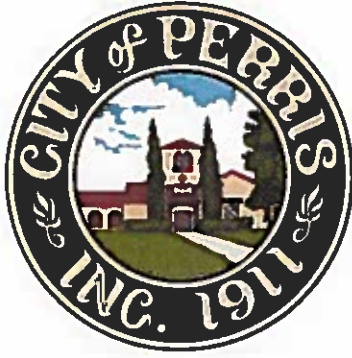
- Large trees (36" box) shall contribute to the landscape design at all main entrances to the project site.
- b. **Street Trees.** All street trees shall be 24-inch box size or larger, and planted a maximum of 30 feet on center within the parkway. Corner lots have three (3) street trees, minimum of one (1) street tree for every 30 lineal feet of street frontage.
- c. **Parkway Landscape and Irrigation.** All parkways shall be provided with landscape and automatic irrigation.
- d. **Front Yard Trees.** A minimum of two (2) fifteen (15) gallon front yard trees shall be provided for each residential lot.
- e. **BMPs for Water Quality.** All BMPs (vegetated swales, detention basins, etc.) shall be indicated on the landscape plans with appropriate planting and irrigation. The detention basins shall provide minimum 24" inch box trees with shrubs or combination with ground cover. Perennial grass mix is prohibited.
- f. **Corner/Street Side and Reverse Frontage Lots.** A 5' (five) foot setback behind the property line adjacent to the block wall shall be required to consist of decorative hardscape to include: cemented river rock, and decomposed granite (2 colors) with boulders subject to the review and approval of the Planning Division. Except for those areas designated under an LMD per Public Works requirements shall be landscaped with irrigation.
- g. **Behind Lots 46, 47, and 48.** The parkway shall be adjacent to reverse frontage blockwall and shall consist of decorative hardscape to include: cemented riverrock and decomposed granite with boulders subject to the review and approval of the Planning Division.
- h. **Slopes.** Slopes that are 3:1 or steeper and 4 feet or higher, shall have one approved tree for every 400 square feet, with 70% of trees 10 gallon sized, and 30% being 5 gallon sized. All slopes shall include automatic irrigation and erosion control fabric.
- i. **Water Conservation.** Landscaping must comply with AB 325 for water conservation or other current policy or regulation at such time of development. See Chapter 19.70 (cityofperris.org) for water conservation calculations (MAWA).
- j. **Maintenance.** All required landscaping shall be maintained in a viable growth condition.
- k. **Irrigation Rain Sensors.** Rain sensing override devices shall be required on all irrigation systems (PMC 19.70.040.D.16.b) for water conservation. Soil moisture sensors are required.
- 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 all the landscaping and irrigation have been installed and is completely operational. Before calling for final inspections a "Certificate of Compliance" form shall be completed and signed by the designer/auditor responsible for the project, and this form must be submitted to the project planner. The project planner will need to sign off on the "Certificate of Compliance" to signify code compliance.

Prior to Issuance of Occupancy Permits:

42. **Disclosure Statements.** Developer shall record a disclosure on each lot and provide a

disclosure to the purchaser of each lot that the project is within a dam inundation area and is subject to flooding in the event of a dam failure and shall provide an acknowledgement of this disclosure by each purchaser to the City. A similar disclosure shall be made in recognition of potential noise impacts from March Air Reserve Base and the aviation easement granted to the City of Perris and to the March Inland Port Airport Authority.

43. **Perris Valley Storm Channel Trail Improvements and Landscaping.** The trail shall extend the entire length of the projects western boundary, from Moreno Valley City Limits to Ramona Expressway, and shall be designed to connect with future trail extensions north and south of the project site. The landscape plans shall include grading, fencing, plant material, irrigation, signage and appropriate pedestrian access features. The Landscape plans shall conform to the concepts, features, and standards established in the *Perris Master Trail Plan*, and per *Community Services* Conditions of Approval.
44. **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.



CITY OF PERRIS

HABIB MOTLAGH, CITY ENGINEER

CONDITIONS OF APPROVAL

P8-1242
March 16, 2017
Tr. 36648

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the land divider provide the following street improvements and/or road dedications in accordance with the City of Perris Municipal Code Title 18. It is understood that the map correctly shows all existing easements, traveled ways, 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. All questions regarding the true meaning of the conditions shall be referred to the City Engineer's office.

1. Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District and the City of Perris requirements and standards. The following drainage related conditions are the requirements of this project:
 - a. Onsite drainage facilities located outside of right-of-way if required shall be constructed within dedicated drainage easements. Any work within Riverside County Flood Control right-of-way requires their review and approval.
 - b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding

or concentration of water to upstream and downstream properties shall be permitted.

- c. All drainage facilities with exception of nuisance drainage improvements as indicated below shall be designed to convey the 100-year storm runoff. At all new and existing intersections (on and offsite), minimum 18" storm drain and catch basins to eliminate nuisance runoff from cross-gutter shall be installed and connected to existing and proposed storm drain facilities.
- d. A detailed hydrology report and hydraulic calculation shall be submitted to the City for review and approval. The report shall address the offsite flow, accumulative onsite runoff and the impact to adjacent downstream properties.
- e. 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.
- f. This project is located within the mapped 100-year flood plain. Prior to issuance of any permit, the Conditional Letter of Map Revision (CLOMR) shall be submitted. Prior to issuance of any building permits, the final Letter of Map Revision (LOMR) shall be submitted.

Minimum pad elevation must be 12" higher than calculated 100-year flood plain.

- g. Dedication of additional right-of-way along the east side of Perris Valley Channel per adopted master plan shall be required. All improvements within this channel shall be reviewed by Planning Department.
2. Improvements to Evans Road between Ramona Expressway and north City limits is in general conformance to City Standards, however the following additional improvements will be required:
- Reference is made to Webb & Associates' memorandum dated March 22, 2016 and the City of Moreno Valley Traffic Engineer's letter dated May 29, 2015. The applicant shall be required to implement the recommended improvements stipulated in these letters and as shown on conceptual plans prepared by Webb titled "Evans Road Phase I Geometrics Layout and Safety Improvements". These and following improvements including the traffic signal at intersection of

Evans Road and Balserra Gate shall be implemented prior to issuance of any occupancy permits.

- The memorandum prepared by Webb also references traffic report prepared by RK and previously reviewed by the City Council. The RK report recommend installation of a fence along the median to discourage "J-walking". The City Council has determined that the installation of fence along the median is not appropriate.
- The project applicant shall work with School District to implement the recommendation of the traffic report and the Webb memorandum as feasible. It is also required for the applicant to work with City of Moreno Valley and install the improvements required by City's Traffic Engineer.
- The intersection of Marbella Gate with Evans Road (east/west) shall be reconstructed in a manner to prohibit left turn movements. This can be accomplished by construction of new median.
- The existing pavement along the west side of Evans Road adjacent to the site shall be grind/overlay.
- Additional pavement improvements shall be provided along Evans Road due to utility trenches as determined by City Engineer.
- Construct new crosswalk and pedestrian traffic signal at the EMWD easement located in the City of Moreno Valley. Improvements to include median improvements to serve as a pedestrian refuge and pedestrian signal.
- Construct new traffic signal at the existing intersection of Belserra Gate and Evans Road with associated intersection striping to provide crosswalks. Crosswalk striping shall be Continental Striping.
- Re-stripe Evans Road from Ramona Expressway to northerly City limits to reduce land widths to 11'.
- Widen Evans Road to an interim condition from the southerly line of Tract 32708 to the northerly limits of the DWR property to accommodate buffers and bike lanes per General Plan Standards.
- Continental striping at all proposed and existing school crosswalk locates include Belserra Gate/Evans Road

DEPARTMENT OF ENGINEERING

170 WILKERSON AVE., SUITE D, PERRIS, CA 92570-2200
TEL.: (951) 943-6504 - FAX: (951) 943-8416

intersection, new pedestrian crossing in the City of Moreno Valley, and Via De Anza/Evans Road intersection.

- Construct pedestrian lighting improvements at crosswalks at the intersection of Belserra Gate and Evans Road.
 - Install additional signage extending school reduced speed limit zones south in to the City of Perris per the California MUTCD.
 - Install traffic signal interconnect on Evans Road from Ramona Expressway to Via de Anza.
 - Modify existing traffic signal at Anira Court and Evans Road to accommodate shifted land and bike lanes.
 - Modify existing traffic signal at Ramona Expressway and Evans Road to accommodate shifted lanes and bike lanes. Install southbound overlapping right turn signal per the traffic impact analysis for TTM 36648.
 - Pay cash-in-lieu fair share for cumulative improvements (3rd westbound through lane and westbound overlapping right turn signal) as identified in the traffic impact analysis.
3. All interior streets shall be improved with curb/gutter located 20' on either side of centerline within 60' dedicated right-of-way. "L" (Balserra), "K" and "H" (Marbella) Streets shall be improved with curb/gutter located 22' on either side of centerline within 78' dedicated right-of-way.
 4. Streetlights shall be installed along all interior streets and Evans Road as approved by the City Engineer per Riverside County and Southern California Edison standards. Conflicting overhead wires/cables shall be removed and undergrounded as required.
 5. 6' wide concrete sidewalk shall be installed throughout this project as approved by Planning Department.
 6. The proposed development is in the service area of Eastern Municipal Water District. The applicant shall provide water and sewer facilities to this development and comply with EMWD, Fire Department, and Health Department's requirements.
 7. Prior to issuance of any permit, the developer shall sign the consent and waiver forms to join the landscaping, flood control, street maintenance, and lighting districts. The developer shall

maintain the landscaping for a period of one year after acceptance of these improvements and pay the 18-month advanced energy charges for streetlights. All storm drain facilities including basins, catch basins, and pipes shall be annexed to Flood Control District.

8. On and offsite street, drainage, water, sewer, striping, signing, streetlight, grading, and erosion control plans along with hydrology and hydraulic reports shall be submitted to the City Engineer's office for review and approval.
9. The street design and improvement concept of this project shall be coordinated with the adjacent projects.
10. Open spaces/trails and basins shall be reviewed and approved by Planning Department.
11. Additional traffic calming improvements including signing/striping as recommended by applicant's Traffic Engineer shall be installed throughout project.

Habib Motlagh
Habib Motlagh
City Engineer



May 29, 2015

City of Perris
135 North "D" Street
Perris, CA 92570-1998

Attention: Clara Miramontes, Director of Development Services

RE: Evans Road Corridor Improvements

Dear Ms. Miramontes:

The City of Moreno Valley appreciates the opportunity to provide input for the proposed corridor improvements on Evans Road between Ramona Expressway and Camino Del Rey. Based upon our review, we offer the following suggested revisions:


1. Revise striping layout to remove the acceleration lanes. Removing the acceleration lanes will reduce unnecessary weaving conflicts for both motorists and cyclists thereby improving traffic operations along the corridor.
2. Consider using 11-foot lanes as a means of reducing vehicle speeds throughout the corridor. Studies have demonstrated that narrower travel lanes on urban arterial roadways improve safety for all users. The resulting additional street width can be absorbed using buffered bike lanes and / or median adjacent striping.
3. Consider 8-foot bike lanes throughout the corridor. This width allows two cyclists to ride comfortably adjacent to each other, allows more operating space to avoid debris, and affords the opportunity for riders to pass slower cyclists, all within the bike lane.
4. Move proposed pedestrian signal from Lasselle Street / Camino Del Rey approximately 155 feet southerly. This location will provide an enhanced crossing opportunity for students attending Rancho Verde High School, and provides better alignment for a future regional trail crossing leading to Lake Perris. A regional trail crossing at this location would serve both the City of Perris and Moreno Valley.
5. Evans Road is a regional arterial serving multiple agencies. Equipment (controllers, fiber optic communication, etc.) specified for all proposed traffic signals along Evans Road should be compatible with the City of Moreno Valley Lasselle Street system. This will allow the traffic signals to communicate and operate as one system, thereby providing the opportunity for seamless coordination along the corridor. Additionally, if video surveillance cameras are installed at key locations as part of the system, Moreno Valley would offer to actively manage the traffic flow through our Transportation Management Center.

Evans Road Corridor Improvements
5/29/15
Page 2

6. Restrict access at the intersection of Evans Road / Marbella Gate to right in/out by extending / reconfiguring the existing raised median. This will eliminate the need for a future traffic signal, and will improve operations / reduce collisions resulting from vehicles crossing multiple lanes from an uncontrolled intersection. Residents desiring to turn left from the adjacent residential communities can be accommodated at Anira Court with minimal inconvenience.
7. Consider dual lefts for the southbound movement into the future commercial center just north of Ramona Expressway. This will improve traffic flow / capacity at the intersection and will enhance channelization approaching Ramona Expressway.

We look forward to working with the City of Perris on these corridor improvements. If you have any questions or comments, or need additional information, please contact me at (951) 413-3149.

Sincerely,



Eric Lewis, P.E., T.E.
City Traffic Engineer

EI

Cc: Habib Motlagh, City Engineer
Dilesh Sheth, Webb and Associates
Michael Lloyd, City of Moreno Valley



Memorandum

To: Habib Motlagh, City of Perris
Nathan Perez, City of Perris

From: Dilesh Sheth, P.E., T.E. *Dilesh Sheth*

Date: March 22, 2016

Re: TTM36647 and TTM36648 Safety and Roadway Improvements along Evans Road



The purpose of this memo is to provide recommendations for roadway and safety improvements for Evans Road for Stratford Ranch Residential (TTM36647 and TTM36648). Phase 1 of development of Stratford Ranch is the proposed TTM36648. Phase 2 is TTM36647. The recommendations are based on the Traffic Impact Analysis conducted for TTM36647 and TTM36648 along with an analysis of the current safety conditions of Evans Road, particularly in regards to pedestrians.

Existing Conditions

Evans Road

Currently, Evans Road is a 2 to 3 lane in each direction primary arterial with a 14' raised median. It connects north with Lasselle Street in the City of Moreno Valley, a 2 lane in each direction arterial with an 18' raised median. According to the Stratford Ranch (TTM36648) Traffic Impact Analysis, Evans Road, near the location of Rancho Verde High School, currently carries approximately on average 21,000 vehicles daily. The current speed limit is 55 MPH on Evans Road in the City of Perris between Ramona Expressway and the City limit and 50 MPH north of Rancho Verde High School in the City of Moreno Valley. The City of Perris has adopted a master bike plan for the City of Perris, which includes implementing bike lanes along Evans Road. The City of Moreno Valley has designated between the City limit and Via De Anza as a bike route. There are currently no bike lanes along Evans Road between Ramona Expressway and Via De Anza. The primary land use or zoned land use along Evans Road is residential, except at the intersection with Ramona Expressway, where there is a future commercial development planned.

Rancho Verde High School & Pedestrians

RK Engineering performed the Rancho Verde High School Traffic/Circulation Review in October 2009. The school was originally designed for a student population of approximately 2,400 students but in 2009, the student population was approximately 3,300 students with a staff of approximately 250 employees. The school built new facilities to accommodate students but the amount of parking has only decreased over the years. The review pointed to the inadequacy of the on-site circulation with only one fully functioning access point from Lasselle Street. The review also observes mid-block "jaywalking" as a major safety concern because "parents park on the west side of Lasselle Street in a southbound direction."

Planning Commission
additional attachment ~July
19, 2017

TTM 36648 (15-05002) ZC 15-
05003. GPA 15-05004

PM counts, 25 pedestrians were observed jumping the fence at the school's southern driveway and 74 pedestrians were observed jaywalking just south of where the fence ends at Camino Delrey. Attached to this memo are the counts collected.

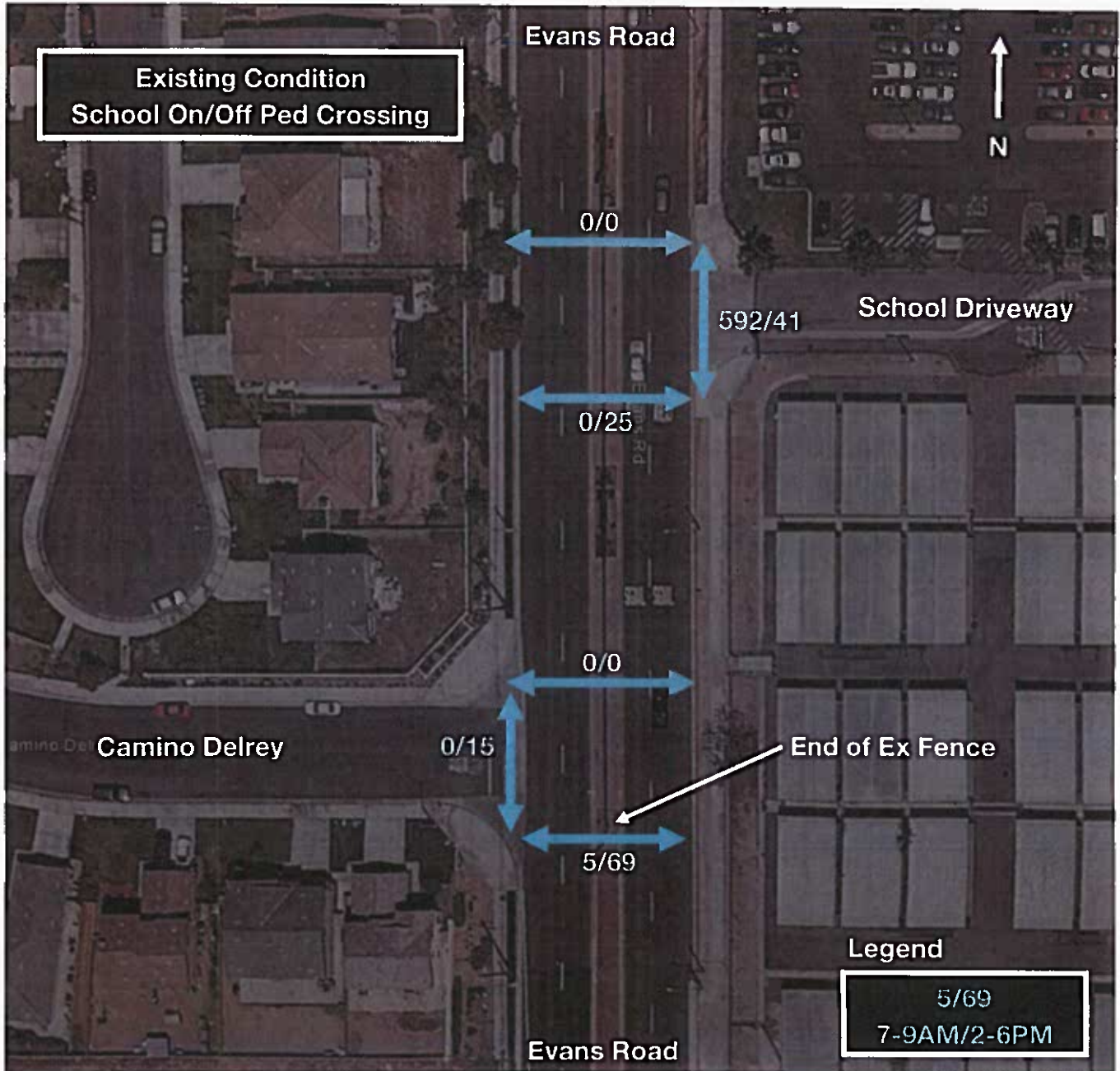


Figure 1: Existing Pedestrian Counts during School On & Off periods at Camino Delrey and School Driveway

Project and Future Conditions

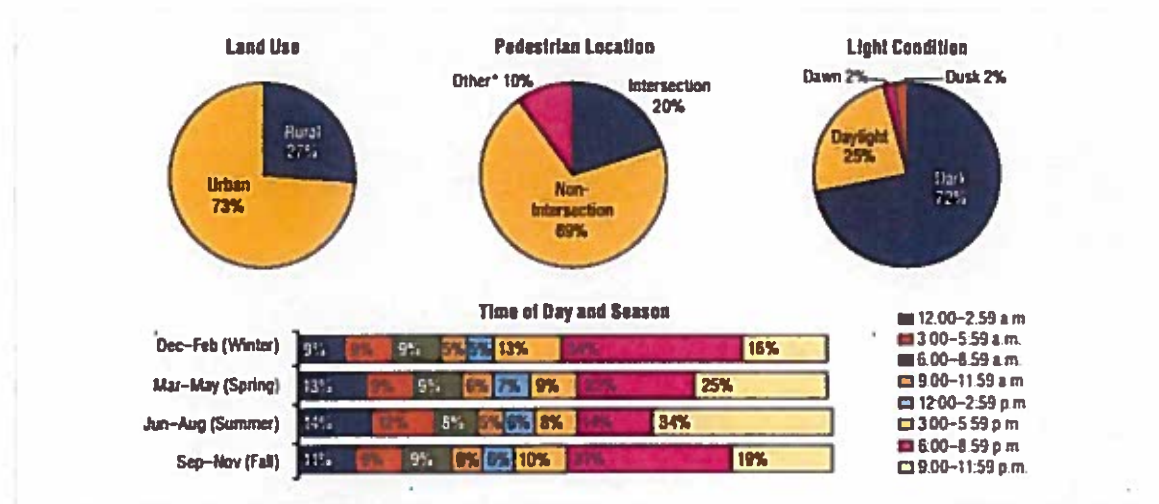
With the addition of the proposed Stratford Ranch (TTM36648) and other cumulative projects in the area, Evans Road is predicted to operate on average 26,500 vehicles a day.

The Stratford Ranch residential project proposes providing the existing ultimate right-of-way for Evans Road as designated in the General Plan and providing 2 through lanes in each direction, bike lanes, and a right turn lane. The right turn lane is proposed to be designed so that in the future, the City can decide if necessary to restripe the right turn lane into a through lane and would not have to perform any additional street improvements. This is in contrast with the City's request for 3 through lanes in the southbound direction, bikes lanes and a right turn lane.

Pedestrian Safety

Collisions with Pedestrians

According to the Federal Analysis Reporting System, a data resource website for the National Highway Traffic Safety Administration, 69% of pedestrian fatalities are at non-intersection locations. These are the locations where pedestrians are not expected and cars travelling at full speed can cause fatalities.¹



Source: FARS 2013 ARF
 Note: Unknown values were removed before calculating percentages.
 *Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

Figure 2: Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season. Source FARS 2013.

There's a high correlation with pedestrian fatalities and the speed of the motor vehicle. Figure 3 from the Traffic Advisory Unit analyzes the probability for fatal, injury-causing, or with no injury accidents, dependant on vehicle speed. The probability for fatality dramatically decreases from approximately 85% with 40 MPH to approximately 5% with 20 MPH. In San Francisco, between 2005 and 2011, 90% of pedestrian fatal collisions were with vehicles traveling at 55 MPH.²

¹ National Highway Traffic Safety Administration. FARS 2013 ARF Pedestrian Collisions Data.

² San Francisco Planning Department. "WalkFirst: Making San Francisco safer one step at a time." Accessed March 27, 2015. <<http://walkfirst.sfplanning.org/index.php/>>

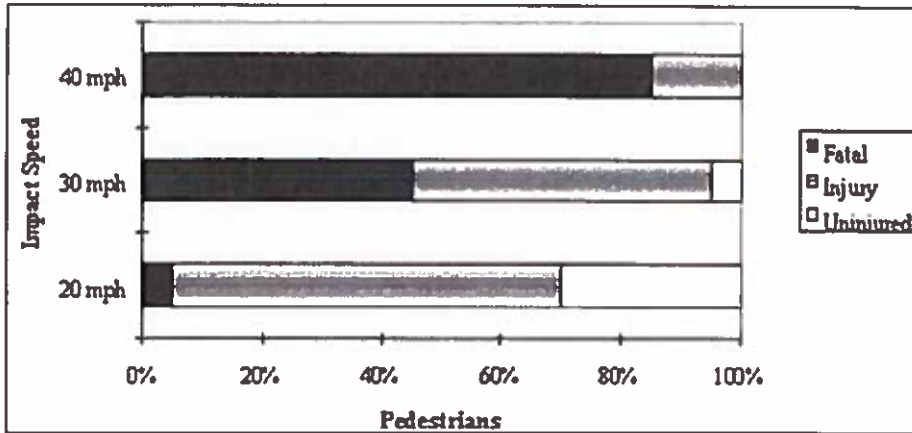


Figure 3: Pedestrian Injury Severity Based on Vehicle Speed. Source: Traffic Advisory Unit, 1993.

Figure 4 from the Transportation Authority of Marin and republished by Safe Routes to School, shows the increasing distance of number of feet motorists will need in order to stop a car. As the speed increases, the distance needed increases.³

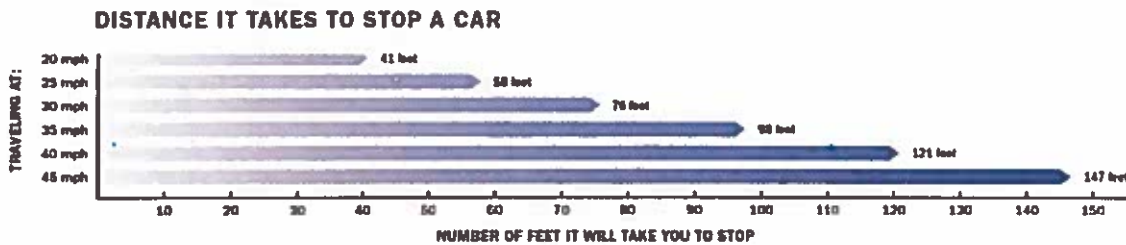


Figure 4: Travel Speed vs. Reaction and Braking. Source: Street Smarts Marin, Transportation Authority of Marin

ITE advises that physical changes to roadways to achieve traffic calming are generally more self-enforcing than traditional education and enforcement efforts and offer long-term benefits and do not require continued intervention. Physical changes to roadways suggested include curb extensions, chicanes, lateral shifts, and chokers, speed humps, speed tables and raised crosswalks, raised intersections, neighborhood traffic circles/mini-traffic circles, half-street closures, median islands, and forced-turn islands. In particular with curb extensions, the publication cites reducing roadway width from curb to curb as one way to shorten crossing distance for pedestrian and make it easier for motorists to see pedestrians, which both improve pedestrian crossing safety.⁴

Possible Recommendations for Improving Pedestrian Safety

Proposals based on Rancho Verde High School Traffic Review

RK Engineering in the Rancho Verde High School Traffic Review made many recommendations to improve the on-site and off-site circulation. On and off-site circulation improvements would improve pedestrian safety

³ Institute of Transportation Engineers. "Safe Routes to School Briefing Sheets: The Use of Traffic Calming Near Schools."

⁴ Institute of Transportation Engineers. "Safe Routes to School Briefing Sheets: The Use of Traffic Calming Near Schools."

for Evans Road. On-site improvements would encourage parents to turn into the school and use the on-site drop off locations instead of choosing to drop kids off on the street. One such recommendation is the connection with Lake Perris Drive to encourage use of the secondary right-in-right-out driveway south of the main driveway.

An off-site recommendation made for Evans Road is to extend the existing median fence south of the existing fence as far as possible to prohibit pedestrians from crossing Lasselle Street.⁵ The fence currently ends just south of the Camino Del Rey intersection with Evans, by the border of the City of Perris and the City of Moreno Valley. Pedestrian counts at the Camino Del Rey intersection show 69 people crossing at that location during the afternoon hours.

Proposal based on TTM36648

Based on the above review of pedestrian safety, three lanes would be safer for pedestrians than four lanes. In addition, the California Manual on Uniform Traffic Control Devices (MUTCD) has designated the pedestrian walking speed to be 3.5 feet per second. Therefore on a 94' wide roadway (as proposed by TTM36648), pedestrians would take 27 seconds to cross the road. Adding an additional lane, as proposed by the City, would require an 106' wide roadway and 30 seconds to cross the road.

If lanes were reduced to be 11' through lanes, motorists are likely to drive slower and there would be space for other potential pedestrian or bicycle improvements. Furthermore, according to the FHWA, a reduction in vehicle interactions resulting from a road diet can decrease the number and severity of crashes.⁶ According to San Francisco's WalkFirst program, a program that seeks to reduce serious and fatal injuries in San Francisco, lists road diets as one of their safety tools to encourage drivers to reduce vehicle speeds. Road diets eliminate a lane or more of travel.⁷

Figure 5: Median Island Pedestrian Refuge Crossing. Source: FHWA



Proposals based on Literature Review

Median Islands – Median Refuge

Median islands can be used as a median refuge for pedestrians crossing wide roads. "The Federal Highway Administration (FHWA) strongly encourages the use of raised medians (or refuge areas) in curbed sections of multi-lane roadways in urban and suburban areas, particularly in areas where there are mixtures of a significant number of pedestrians, high volumes of traffic (more than 12,000) vehicles per day) and intermediate or high travel speeds."⁸

⁵ RK Engineering. "Rancho Verde High School Traffic Review." October 7, 2009.

⁶ FHWA. "Public Roads: Going on a Road Diet." Accessed March 26, 2015.

www.fhwa.dot.gov/publications/publicroads/11septoct/05.cfm.

⁷ San Francisco Planning Department. "WalkFirst: Making San Francisco safer one step at a time." Accessed March 27, 2015.

<http://walkfirst.sfplanning.org/index.php/>

⁸ FHWA. "Safety Benefits of Raised Medians and Pedestrian Refuge Areas." February 2013.

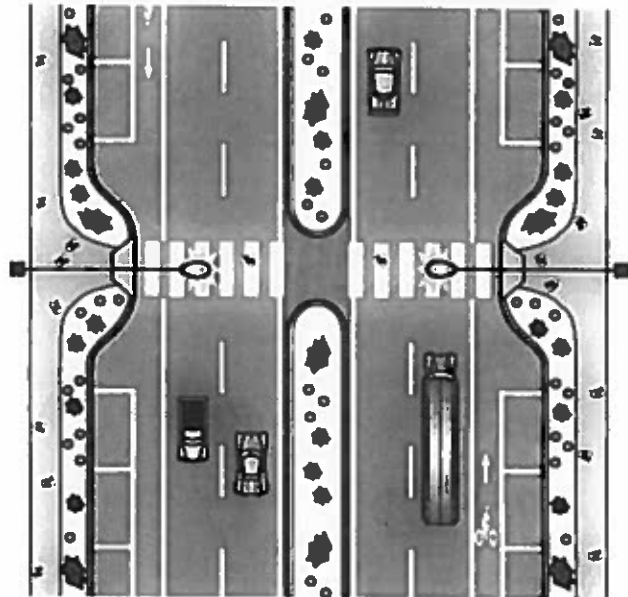
Mid-block Crossing

According to the NACTO Urban Street Design Guide, “midblock crosswalks facilitate crossings to places that people want to go but that are not well served by the existing traffic network. These pedestrian crossings, which commonly occur at schools, parks, museums, waterfronts and other destinations, have historically been overlooked or difficult to access, creating unsafe or unpredictable situations for both pedestrians and vehicles.”⁹ A mid-block crossing has the potential of addressing the pedestrian crossing demand and focusing them at a central location. They are incentivized to cross at this location because pedestrians feel safer in a marked crosswalk. Mid-block crossings should be designed with some of the following proposals to improve the safety.

Curb Extension

A curb extension can also be coupled with a crosswalk to reduce the pedestrian crossing distance, increase pedestrian and driver visibility. The longer the pedestrian crossing distance, the longer pedestrians are in the street, the longer the delay on vehicular traffic and the greater the probability for accidents.

Figure 6: Midblock crossing curb extensions provide better visibility for motorists and pedestrians. Source: FHWA



Pedestrian Beacon/Signals

A pedestrian crossing without a traffic signal can also be signalized with flashing beacons, a hybrid beacon, a conventional traffic signal and/or a pedestrian actuated signal device with a locator tone for pedestrians with vision impairments.¹⁰ According to the FHWA, the installation of pedestrian hybrid beacons reduced pedestrian crashes by 69 percent. Their study suggests a 19 percent reduction in total crashes and severe crashes was reduced by 15 percent.¹¹

Raised Crosswalk

An additional option is to vertically raise the crosswalk. The raised crosswalk would provide level street crossing and also make pedestrians more visible to approaching motorists. For vehicles the raised crosswalk would also operate as a speed table to slow drivers down for the 25 MPH reduce speed limit zone. According to Fehr & Peers, speed tables on average see a 45% decrease in accidents.¹² The raised crosswalk would be coupled with signs to warn drivers.

High-Visibility Crosswalks

The visibility of crosswalks can be enhanced through striping. Figure 5 shows various crosswalk treatments including the high-visibility crosswalk treatments. Crosswalk treatments are inexpensive and provide a better

⁹ NACTO. “Urban Street Design Guide.” Accessed March 26, 2015. <nacto.org>

¹⁰ FHWA. “Designing Sidewalks and Trails for Access: Best Practices Design Guide.” Accessed March 26, 2015. <www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks208.cfm>

¹¹ FHWA. “Pedestrian Hybrid Beacon Guide – Recommendations and Case Study.” March 2014.

¹² Traffic Calming.org, Accessed March 26, 2015. <trafficcalming.org>

visual queue of where pedestrians could be crossing. The continental crosswalk can be designed to avoid wheel paths and reduce long-term maintenance needs.¹³

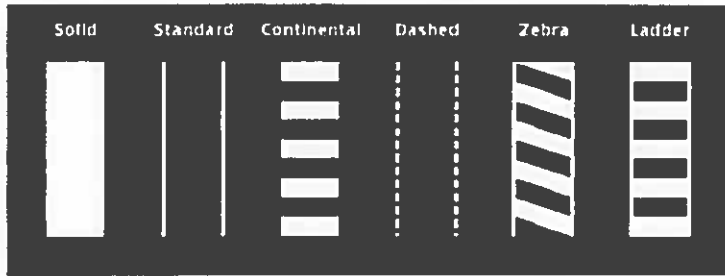


Figure 7: High-Visibility Crosswalk Treatments. Source: Sfbetterstreets.org

Pedestrian Lighting

Lighting for crosswalks and for pedestrian walkways improve the safety and security for both traffic and for pedestrians crossing sidewalks. According to FARS 2013, 72% of collisions happen at night.¹⁴ Therefore lighting crosswalks and mid-block crosswalks can greatly reduce the probability of collisions.

Reduced Speed Limit Zone

Currently the speed limit zone starts at the City of Moreno Valley and City of Perris limit, but according to the suggested distance from the California MUTCD and ITE and SRTS Publication on Reduced School Area Speed Limits, the suggestion is 200 feet in advance of the school grounds.¹⁵

School Speed Limit (mph)	Distance to Crosswalk or First Driveway (ft.)
20	200
25	200
30	300
35	400

Figure 8: Suggested beginning of school speed limit zone. Source: Institute of Transportation Engineers (ITE)

Application

Improvements by Rancho Verde High School

This memo recommends that Rancho Verde High School implements the recommendations made by RK Engineering for improving school on-site circulation. Without improvements by the school, the current unsafe travel patterns are only going to continue or can grow worse. On-site circulation can be improved for example through a direct connection to Lake Perris Drive, as mentioned in the memo made by RK Engineering.

Improvements by TTM36648

The following is a summary of the possible improvements listed above that have direct application and are recommended for improving pedestrian safety along Evans Road in connection with the Rancho Verde High School. Other improvements listed here that are not mentioned above are roadway improvements tied to the forecasted traffic from the development. Refer to the attached Evans Road exhibit for details.

¹³ SFBetterStreets.org. "A guide to making street improvements in San Francisco." Accessed March 27, 2015.

<www.sfbetterstreets.org/>

¹⁴ National Highway Traffic Safety Administration. FARS 2013 ARF Pedestrian Collisions Data.

¹⁵ Institute of Transportation Engineers. "Safe Routes to School Briefing Sheets: The Use of Traffic Calming Near Schools."

1. Install a traffic signal at the intersection of Belserra Gate and Evans Road with appropriate striping as early as possible, before TTM36648, to facilitate safe crossing at this location.
2. Extend the median fence to Belserra Gate to discourage pedestrians from crossing at non-crosswalk marked locations and cross instead at the signal to be installed.
3. Maintain Evans Road as 2 through lanes in each direction in front of the residential tracts per TTM36648's recommendations.
4. Reduce lane widths to 11' to reduce motorists' speed and allocate additional street space for bike lanes and an expanded bike lane buffer. Refer to the attached Evans Road exhibit for details.
5. A new crosswalk at the EMWD easement's future trail crossing, south of the Camino Delrey intersection, with:
 - a. An opening in the pedestrian fence for this crosswalk,
 - b. Median improvements to serve as a pedestrian refuge, and
 - c. Pedestrian signal or warning beacon to warn motorists of pedestrians.
6. Continental striping at all proposed and existing school crosswalks.
7. Pedestrian lighting improvements especially at crosswalks.
8. Modify the existing Marbella Gate intersection to right-in-right-out to reduce potential conflicting turning movements along Evans Road by extending the median through the intersection.
9. Extend school area reduced speed limit zones south into the City of Perris per the California MUTCD.
10. Interconnect traffic signals on Evans Road from Ramona Expressway to Via de Anza and synchronize the signals at 45 MPH.
11. Update the traffic signal at Anira Court and Evans Road to accommodate shifted lanes and bike lanes. The traffic signal at Ramona Expressway would also need to be updated along with the installation of a southbound overlapping right turn signal per the traffic impact analysis for TTM 36648.
12. Reconfigure Evans Road median to create left turn pockets as shown in the Evans Road exhibit attached.
13. Pay cash-in-lieu fair share for cumulative improvements as identified in the traffic impact analysis for TTM36647.

A second phase of improvements associated with the TTM36647 (just south of TTM36648) are listed below.

1. Widen Evans Road to the ultimate cross section from the southerly line of Tract 32708 to the northerly DWR easement line. This improvement will require the relocation of 6 existing SCE power poles. Refer to the Evans Road exhibit for geometrics.
2. Restripe Evans Road from the southerly line of Tract 32708 to Ramona Expressway with bike lanes, buffer and reduced lane widths. Refer to the attached Evans Road exhibit for details.

3. Update traffic signal at Ramona Expressway and Evans Road as necessary to accommodate shifted lanes and bike lanes.
4. Construct full width median along Evans Road.
5. Pay cash-in-lieu fair share for cumulative improvements as identified in the traffic impact analysis for TTM36647.

Improvements by City of Perris and City of Moreno Valley

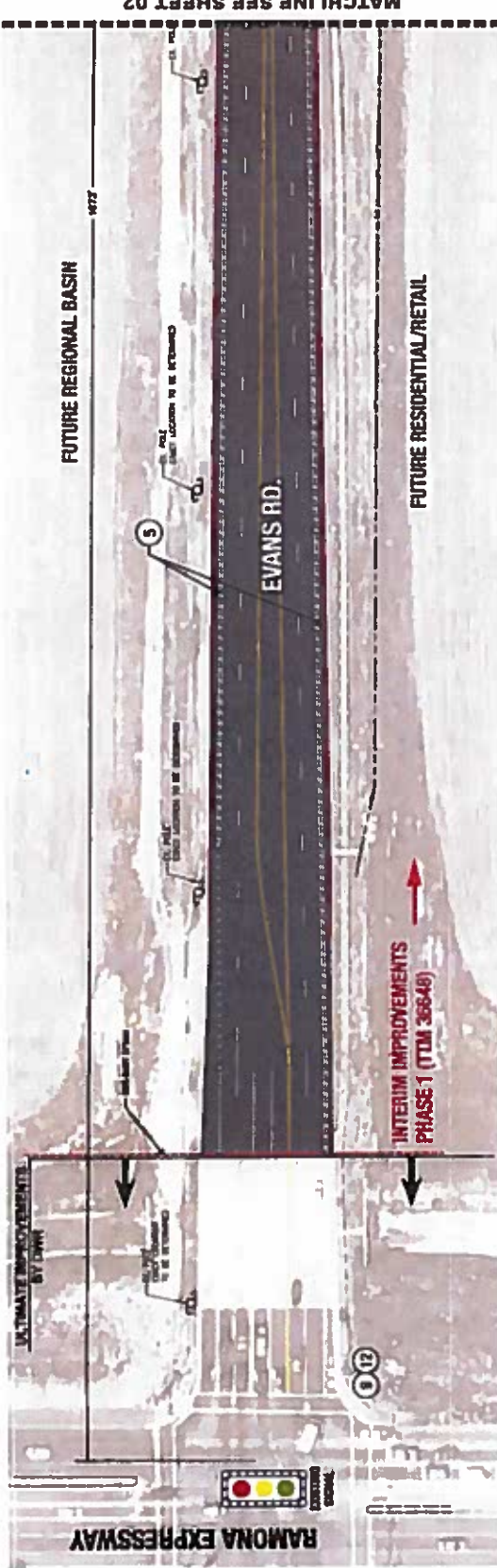
1. Implement no parking signs except residents in adjacent residential tracts.
2. To encourage safe behavior and discourage dangerous behavior for motorists and for pedestrians, increased police enforcement may be necessary. Police enforcement should enforce the following:
 - a. Pedestrians jaywalking across Evans. Guide them to the new and improved crosswalks,
 - b. Vehicles stopping along Evans Road, and
 - c. Speeding particularly within 200 feet of the school grounds during school hours.

Citation

1. Dan Burden and Peter Lagerwey, *"Road Diets: Fixing the Big Roads,"* (Walkable Communities, Inc., 1999).
2. Erik Rosen and Ulrich Sander, *"Pedestrian Fatality Risk as a Function of Car Impact Speed."*
3. Fatality Analysis Reporting System (FARS) Encyclopedia, 2013.
4. FHWA. "Evaluation of Lane Reduction 'Road Diet' Measures and Their Effects on Crashes and Injuries" (Highway Safety Information System, 2010).
5. FHWA. "Designing Sidewalks and Trails for Access: Best Practices Design Guide." Accessed March 26, 2015.
<www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks208.cfm>
6. FHWA. "Public Roads: Going on a Road Diet." Accessed March 26, 2015.
<www.fhwa.dot.gov/publications/publicroads/11septoct/05.cfm>
7. Institute of Transportation Engineers. "Safe Routes to School Briefing Sheets: The Use of Traffic Calming Near Schools."
8. NACTO. "Urban Street Design Guide." Accessed March 26, 2015. <nacto.org>
9. RK Engineering. "Rancho Verde High School Traffic Review." October 7, 2009.
10. Traffic Calming.org. Accessed March 26, 2015. <trafficalming.org>

Appendix

1. Evans Road Intersection Exhibit
2. Counts from Counts Unlimited performed in May 2014

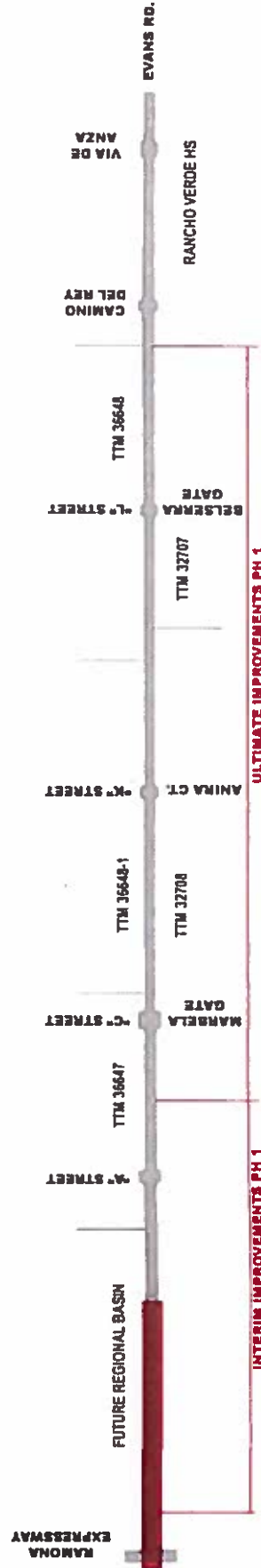


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LEGEND

PHASE 1 - PRIOR TO ISSUANCE OF FIRST CERTIFICATE OF OCCUPANCY

- 5 WIDEN EVANS ROAD TO AN INTERIM CONDITION FROM THE SOUTHERLY LINE OF TRACT 32706 TO RAMONA EXPRESSWAY TO ACCOMMODATE BUFFERS AND BIKE LANES
- 9 INSTALL INTERCONNECT TRAFFIC SIGNALS ON EVANS ROAD FROM RAMONA EXPRESSWAY TO VIA DE ANZA.
- 12 UPDATE TRAFFIC SIGNAL AT RAMONA EXPRESSWAY AND EVANS ROAD TO ACCOMMODATE SHIFTED LANES AND BIKE LANES. INSTALL SOUTHBOUND OVERLAPPING RIGHT TURN SIGNAL PER THE TRAFFIC IMPACT ANALYSIS FOR TTM 36648.

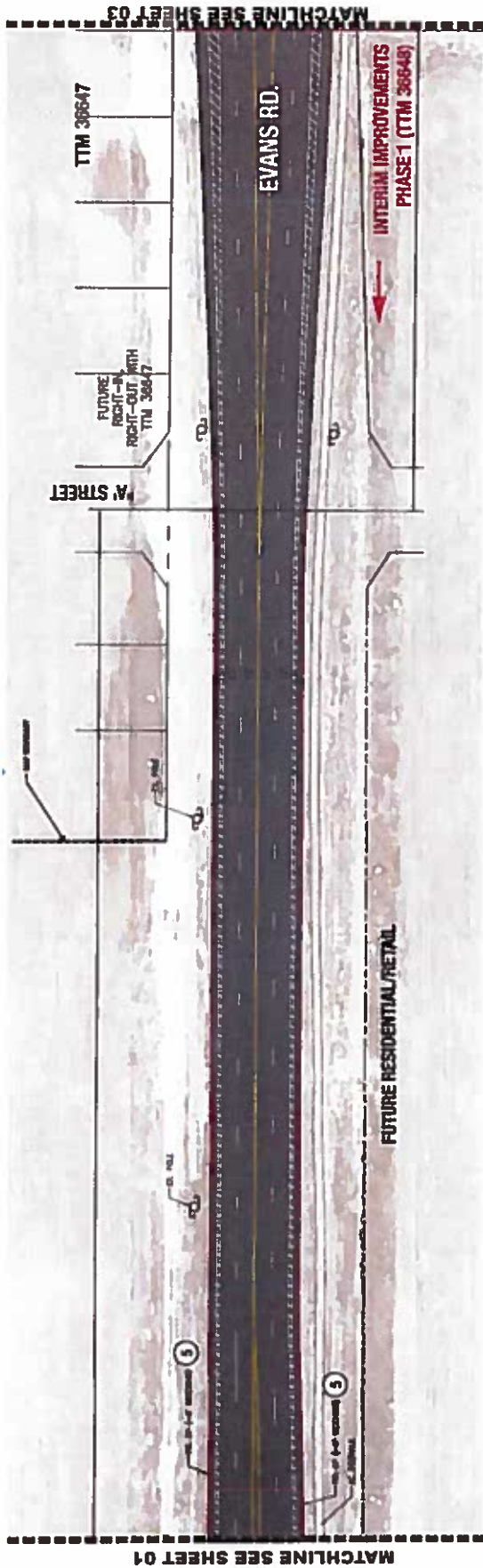


KEY MAP

A L B E R T A.

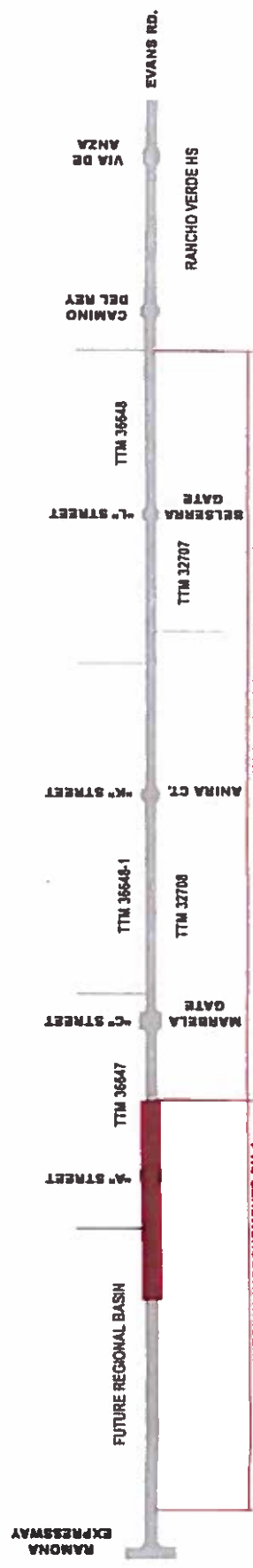
 ASSOCIATES

Corporate Headquarters
 1783 McCray Street
 Riverside CA 92506
 951.686.1070



scale: nts 

- LEGEND**
- PHASE 1 - PRIOR TO ISSUANCE OF FIRST CERTIFICATE OF OCCUPANCY
 - 5. WIDEN EVANS ROAD TO AN INTERIM CONDITION FROM THE SOUTHERLY LINE OF TRACT 32708 TO RAMONA EXPRESSWAY TO ACCOMMODATE BUFFERS AND BIKE LANES



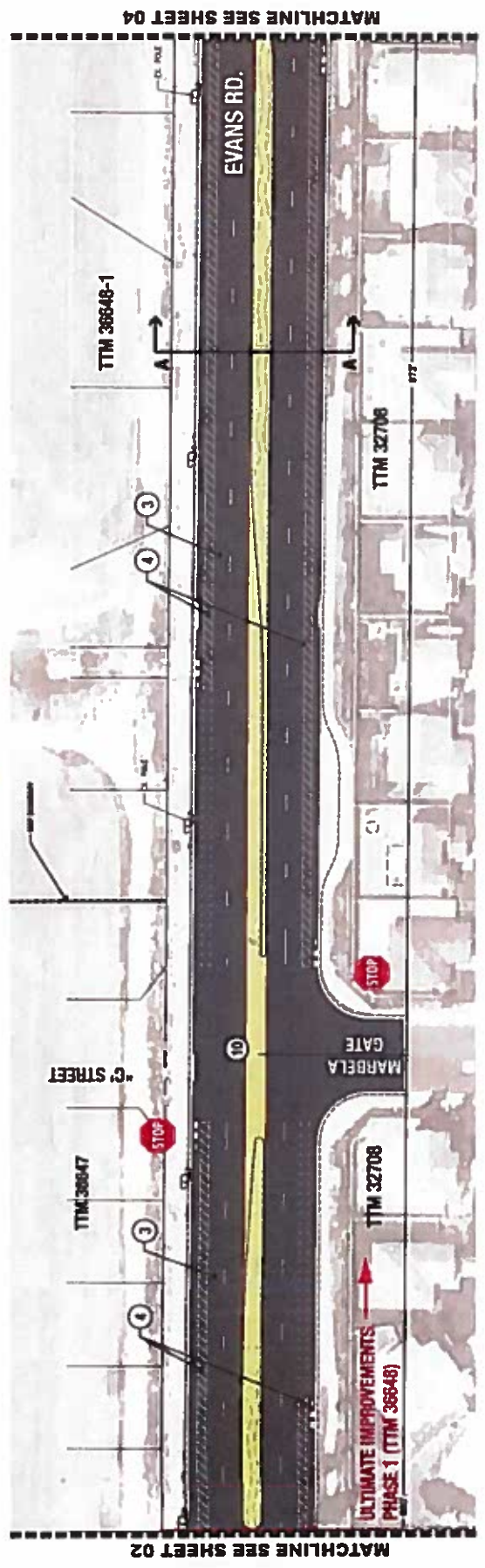
KEY MAP

ALBERT A.
WEBB
 ASSOCIATES

Carpenter Mediterranean
 3750 McCray Street
 Poway, CA 92064
 951.686.1070

SHEET 02

EVANS RD. PHASE 1 GEOMETRICS LAYOUT & SAFETY IMPROVEMENTS

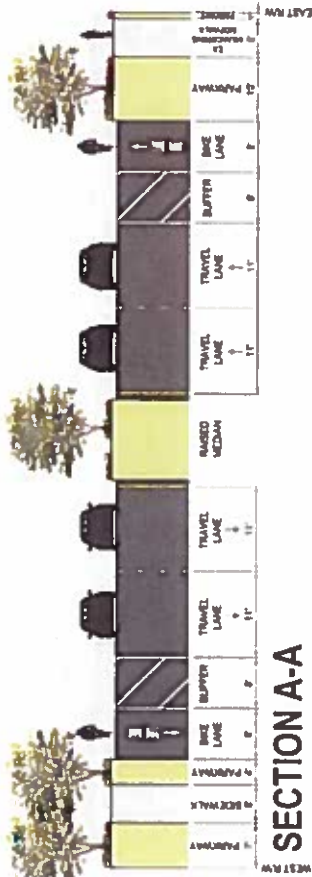


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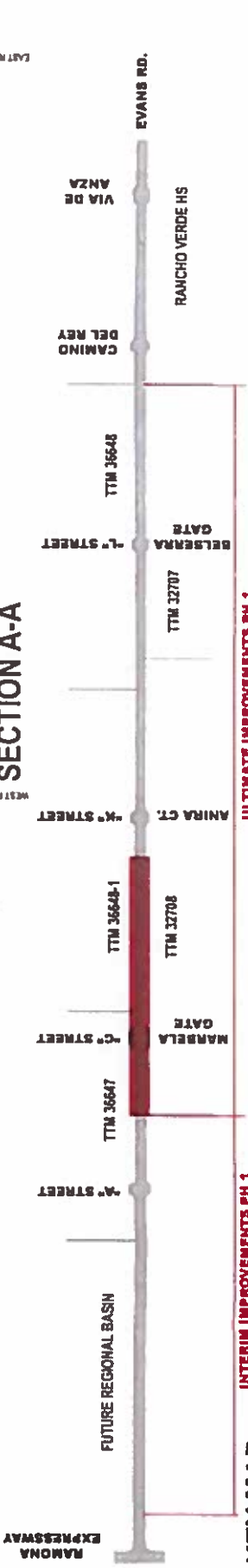
LEGEND

PHASE 1 - PRIOR TO ISSUANCE OF FIRST CERTIFICATE OF OCCUPANCY

3. EXISTING PAVEMENT ALONG WEST SIDE OF EVANS RD. ADJACENT TO TRACT 36648 FRONTAGE SHALL BE GRIND/OVERLAY.
4. RE STRIPE EVANS ROAD FROM RAMONA EXPRESSWAY TO NORTHERLY CITY LIMITS TO REDUCE LANE WIDTHS TO 11'. THIS WILL REDUCE MOTORISTS' SPEED AND ALLOCATE ADDITIONAL STREET SPACE FOR BIKE LANES AND AN EXPANDED BIKE LANE BUFFER.
10. MODIFY THE EXISTING MARRBELLA GATE INTERSECTION TO RIGHT-IN-RIGHT-OUT TO REDUCE POTENTIAL CONFLICTING TURNING MOVEMENTS ALONG EVANS ROAD. THIS WILL BE ACHIEVED BY EXTENDING THE MEDIAN THROUGH THE INTERSECTION.



SECTION A-A



KEY MAP
 ALBERT A.



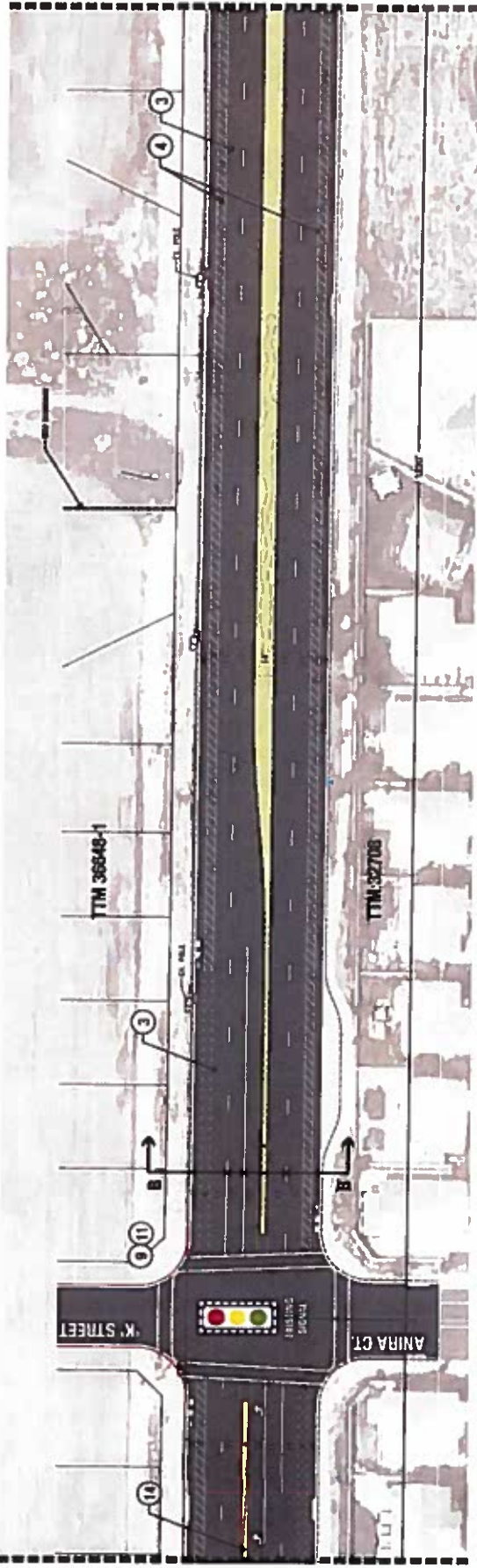
Corporate Headquarters
 3751 MacDuff Street
 Riverside, CA 92506
 951-585-1376

ULTIMATE IMPROVEMENTS PH 1

SHEET 03

EVANS RD. PHASE 1 GEOMETRICS LAYOUT & SAFETY IMPROVEMENTS

MATCHLINE SEE SHEET 03

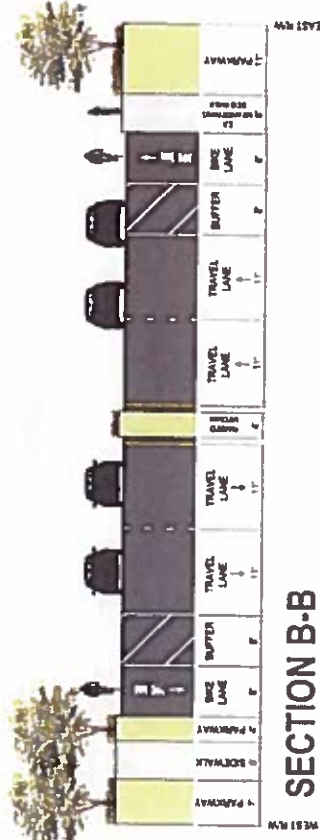


MATCHLINE SEE SHEET 05

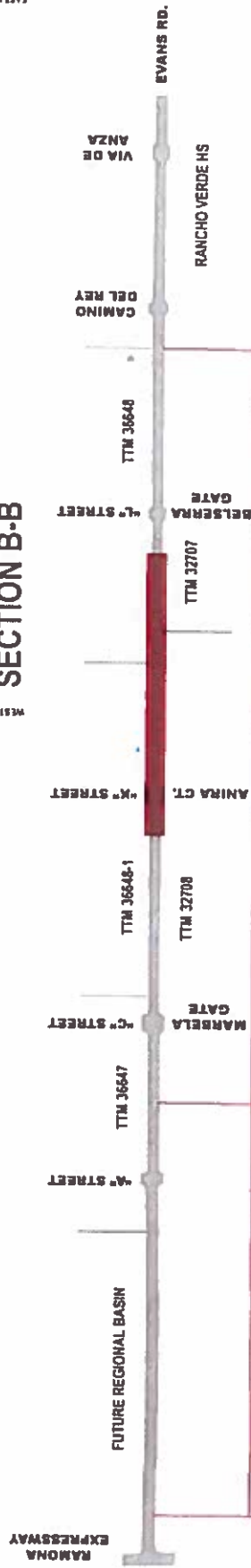
LEGEND

PHASE 1 - PRIOR TO ISSUANCE OF FIRST CERTIFICATE OF OCCUPANCY

- 3 EXISTING PAVEMENT ALONG WEST SIDE OF EVANS RD ADJACENT TO TRACT 3664B FRONTAGE SHALL BE GRIND/OVERLAY
- 4 RE STRIPE EVANS ROAD FROM RAMONA EXPRESSWAY TO NORTHERLY CITY LIMITS TO REDUCE LANE WIDTHS TO 11'. THIS WILL REDUCE MOTORISTS' SPEED AND ALLOCATE ADDITIONAL STREET SPACE FOR BIKE LANES AND AN EXPANDED BIKE LANE BUFFER.
- 9 INSTALL INTERCONNECT TRAFFIC SIGNALS ON EVANS ROAD FROM RAMONA EXPRESSWAY TO VIA DE ANZA
- 11 MODIFY TRAFFIC SIGNAL AT ANIRA COURT AND EVANS ROAD TO ACCOMMODATE SHIFTED LANES AND BIKE LANES
- 14 EVANS ROAD MEDIAN RECONFIGURATION TO PROVIDE LEFT HAND TURN POCKET



SECTION B-B



INTERIM IMPROVEMENTS PH 1

ULTIMATE IMPROVEMENTS PH 1

KEY MAP

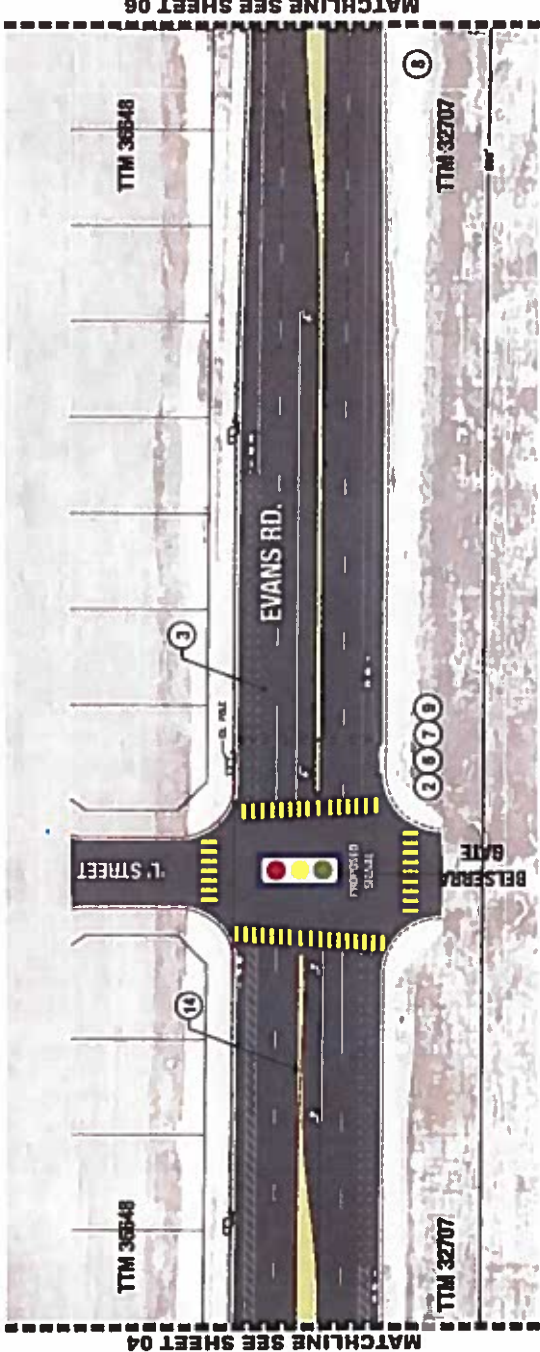
ALBERT A.



Corporate Headquarters
3751 McCarty Street
Riverside, CA 92505
951.685.1170

SHEET 04

EVANS RD. PHASE 1 GEOMETRICS LAYOUT & SAFETY IMPROVEMENTS



LEGEND

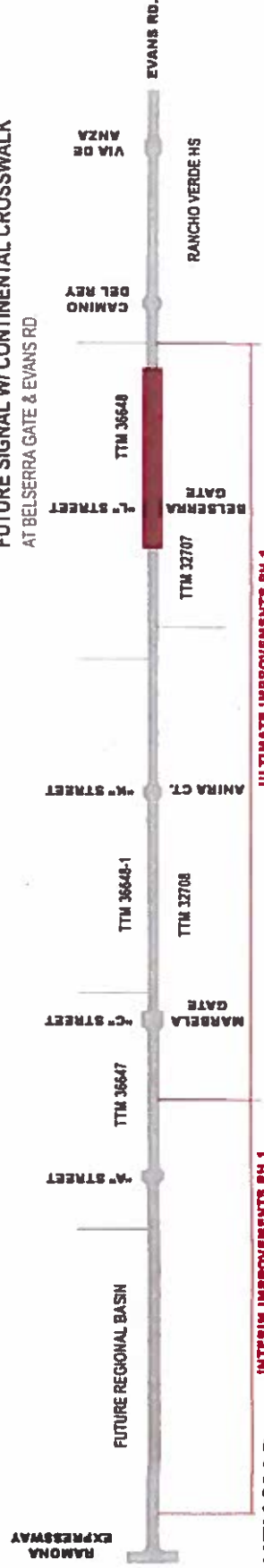
PHASE 1 - PRIOR TO ISSUANCE OF FIRST CERTIFICATE OF OCCUPANCY

- 2 CONSTRUCTION NEW TRAFFIC SIGNAL AT THE EXISTING INTERSECTION OF BELSERRA GATE AND EVANS ROAD WITH ASSOCIATED INTERSECTION STRIPING TO PROVIDE CROSSWALKS. CROSSWALK STRIPING SHALL BE CONTINENTAL STRIPING TO IMPROVE PEDESTRIAN SAFETY.
- 3 EXISTING PAVEMENT ALONG WEST SIDE OF EVANS RD. ADJACENT TO TRACT 36648 FRONTAGE SHALL BE GRIND/OVERLAY
- 6 CONTINENTAL STRIPING AT ALL PROPOSED AND EXISTING SCHOOL CROSSWALKS. LOCATIONS INCLUDE BELSERRA GATE/EVANS ROAD INTERSECTION THE NEW PEDESTRIAN CROSSING IN CITY OF MORENO VALLEY AND VIA DE ANZA/EVANS ROAD INTERSECTION
- 7 CONSTRUCT PEDESTRIAN LIGHTING; IMPROVEMENTS AT CROSSWALKS AT THE INTERSECTION OF BELSERRA GATE AND EVANS ROAD.
- 8 EXTEND SCHOOL REDUCED SPEED LIMIT ZONES SOUTH INTO THE CITY OF PERRIS PER THE CALIFORNIA MUTCD
- 9 INSTALL INTERCONNECT TRAFFIC SIGNALS ON EVANS ROAD FROM RAMONA EXPRESSWAY TO VIA DE ANZA
- 14 EVANS ROAD MEDIAN RECONFIGURATION TO PROVIDE LEFT HAND TURN POCKET

scale: nts



FUTURE SIGNAL W/ CONTINENTAL CROSSWALK
AT BELSERRA GATE & EVANS RD



KEY MAP

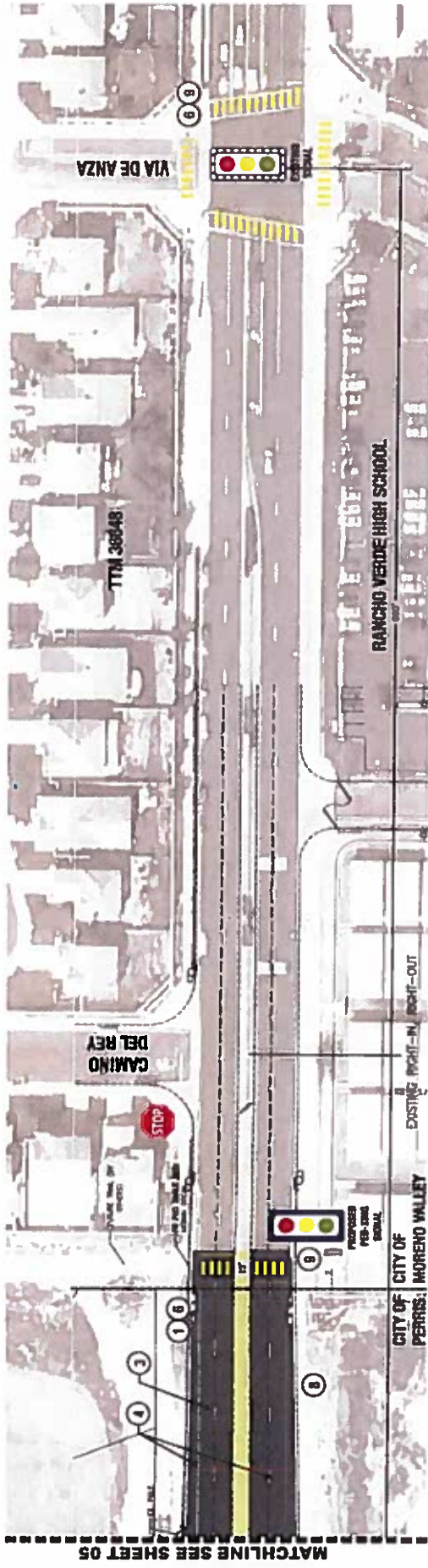
ALBERT A.



Corporate Headquarters
3788 MacArthur Street
Riverside, CA 92506
951.586.1270

INTERIM IMPROVEMENTS PH 1

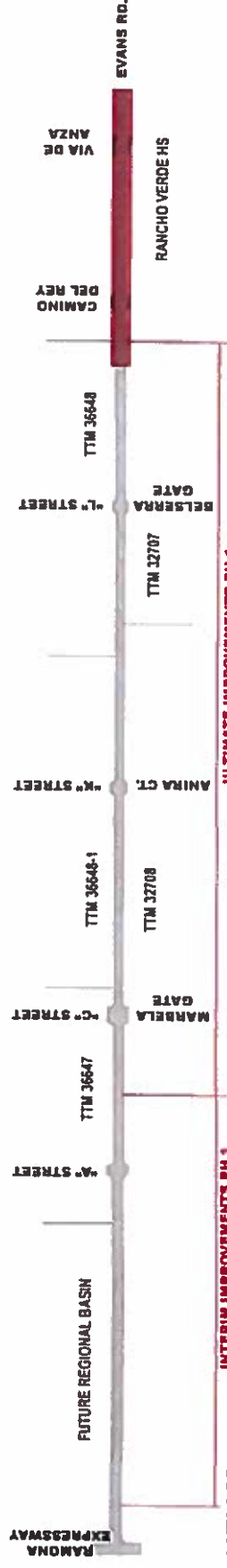
ULTIMATE IMPROVEMENTS PH 1



MATCHLINE SEE SHEET 05

LEGEND

- PHASE 1 - PRIOR TO ISSUANCE OF FIRST CERTIFICATE OF OCCUPANCY
- 1. CONSTRUCT NEW CROSSWALK AND PEDESTRIAN TRAFFIC SIGNAL AT THE EMDW EASEMENT
 - A PROVIDE OPENING IN EXISTING PEDESTRIAN FENCE FOR THIS CROSSING
 - B CONSTRUCT MEDIAN IMPROVEMENTS TO SERVE AS A PEDESTRIAN REFUGE
 - C CONSTRUCT PEDESTRIAN SIGNAL
- 2. EXISTING PAVEMENT ALONG WEST SIDE OF EVANS RD. ADJACENT TO TRACT 36648 FRONTAGE SHALL BE GRIND/OVERLAY
- 3. RE-STRIPE EVANS ROAD FROM RAMONA EXPRESSWAY TO NORTHERLY CITY LIMITS TO REDUCE LANE WIDTHS TO 11'. THIS WILL REDUCE MOTORISTS' SPEED AND ALLOCATE ADDITIONAL STREET SPACE FOR BIKE LANES AND AN EXPANDED BIKE LANE BUFFER.
- 4. CONTINENTAL STRIPING AT ALL PROPOSED AND EXISTING SCHOOL CROSSWALKS. LOCATIONS INCLUDE BELSERRA GATE/EVANS ROAD INTERSECTION, THE NEW PEDESTRIAN CROSSING IN CITY OF MORENO VALLEY AND VIA DE ANZA/EVANS ROAD INTERSECTION.
- 5. EXTEND SCHOOL REDUCED SPEED LIMIT ZONES SOUTH INTO THE CITY OF PERRIS PER THE CALIFORNIA MUTCD.
- 6. INSTALL INTERCONNECT TRAFFIC SIGNALS ON EVANS ROAD FROM RAMONA EXPRESSWAY TO VIA DE ANZA



INTERIM IMPROVEMENTS PH 1 | ULTIMATE IMPROVEMENTS PH 1

KEY MAP
 ALBERT A. WEBB ASSOCIATES
 Corporate Headquarters
 3780 McCray Street
 Riverside CA 92506
 951.686.1573



CITY OF PERRIS

PUBLIC WORKS DEPARTMENT

Engineering Administration

NPDES

Special Districts (Lighting, Landscape, Flood Control)

MEMORANDUM

Date: May 16, 2017

To: Nathan Perez, Associate Planner

From: Michael Morales, CIP Manager 

Subject: TTM 36648 (14-02-0002), ZC 14-02-0004, GPA 14-02-0003—Conditions of Approval Proposal to subdivide 65.8 gross acres into 270 Single family lots and five (5) lettered lots (A,B,C, D, E); a General Plan Amendment to amend the project from Specific Plan to R-6000, eliminate a section of Harley Knox; and a Zone Change to re-zone project from R-10,000 to R-6,000. The project is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway, and south of the Moreno Valley City limits.

1. **Dedication and Landscape Maintenance Easement.** Offer of Dedication and Landscape Maintenance Easement for City landscape maintenance district shall be provided as follows:
 - a. **Evans Road-** Provide offer of dedication as needed to provide for full half width Street, curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum 17' public parkway from face of curb.
 - b. **Q-Street (Interior Lots 45, 130, 131, 196, Lots A & B)-** Provide offer of dedication as needed to provide for full half width Street, curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum 10' public parkway from face of curb. Provide an additional 5' landscape easement from behind the property line to within 6" of the nearest project perimeter fence line.
 - c. **H-Street (Interior Lot 161 and Lot C)-** Provide offer of dedication as needed to provide for full half width Street, curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum 10' public parkway from face of curb. Provide an additional 5' landscape easement from behind the property line to within 6" of the nearest project perimeter fence line.
 - d. **C, K and L-Streets (Interior Lots 1, 117, 144, 145)-** Provide offer of dedication as needed to provide for full half width Street, curb gutter, sidewalk and off-site landscaping requirements, per City General Plan, including minimum 10' public parkway from face of curb. Provide an additional 5' landscape easement from behind the property line to within 6" of the nearest project perimeter fence line.
2. **Landscape Maintenance Easement and Landscape Easement Agreement.** The developer shall provide, for review and approval, an Offer of Dedication and certificate of acceptance, complete with legal plat map and legal description to the City of Perris. In addition, if required by the City of Perris, the Developer shall provide a landscape easement and Landscape easement agreement, acceptable to the City of Perris. The City shall record the same with the Riverside County Recorder's Office, and the recorded instrument shall be returned to the City Clerk of the City of Perris for filing.

3. **Landscaping Plans.** Three (3) copies of Construction Landscaping and Irrigation Plans shall be submitted to the Planning Department for approval and shall be accompanied by the appropriate filing fee. The landscape and irrigation plan shall be prepared by a registered landscape architect and conform to the requirements of Chapter 19.70 of the Municipal Code. The location, number, genus, species, and container size of the plants shall be shown. This landscape plan shall be titled "LMD Off-site Landscape Plan TM 36648," and shall be mutually exclusive of any private property, on-site landscaping. Elements of this Landscape Plan shall include but not be limited to:
- a. **Landscape Limits** – Limits of right-of-way areas or easement areas, defined by concrete mow curb, fully dimensioned, that are to be annexed into the Landscape Maintenance District. A planting palette and hardscape plan intended to meet the design intent of the Landscape Guidelines in effect for the area; and the design intent of existing neighboring median (See Evans Road Design Guidelines), and the neighboring residential Tract Map TM 32707 (Reference LSPC #13-12-0011), as determined by the Engineering Administration and Special Districts Division, including:
 - **Evans Road** –Tree Primary: *Ulmus Parvifolia*-Chinese Elm; Secondary (accent tree): *Platanus-Acerifolia*-London Plane Tree. Use drought resistant shrubs and ground cover intended to complement the existing parkways to the east along Evans Road (BZ 70 TM 32707 and 32708), including but not limited to 1) *Pittosporum Tobira* Wheelers Dwarf, 2) Lilly of the Nile (*Agapanthus Africanus*), 3) *Hemerocallis* Hybrids (evergreen) "Evergreen Daylilly," 4) *Trachelospermum Jasminoides*, Star Jasmin, 5) cold hardy varieties of *Lantana*; and ground cover/vine, which do well in Perris including, : 1) *Myoporum Pacificum* 2) *Rosemarinus O. Prostratus* "Prostrate Rosemary, and 3) *Parthenocissus Tricuspidata*, Boston Ivy
 - **C, K, L Streets**- Provide a Streetscape Landscape design and planting pallet that compliments the selected pallatte for Evans Road
 - **Q and H Streets (Interior)**- Provide a Streetscape Landscape design and planting pallet that compliments the selected pallatte for Evans Road
 - **Extended Retention/Detention Basin Trail** - Provide a landscape design and planting pallet that compliments the selected plants for the master trail design
 - **Perris Valley Storm Drain Trail**- Provide a Landscape Design In accordance with the Class I Bike Path Facilities Design Guidelines, provided in the City of Perris Trails Master Plan.
 - b. **Irrigation** –A list of irrigation system components intended to meet the performance, durability, water efficiency, and anti-theft requirements for Special District landscape areas as determined by the Engineering Administration and Special Districts Division. Components shall include, but not be limited to Salco or GPH flexible PVC risers, Sentry Guard Cable Guard and Union Guard, and backflow Wilkens Model 375 (or equal). Controller shall include an ET based controller with weather station that is centrally controlled capable and wi-fi ready (Calsense or equal).
 - c. **Benefit Zone Quantities** – Include a Benefit Zone quantities table (i.e. SF of planting areas, turf, number of trees, SF. of hardscape, etc.) in the lower right hand corner of the cover sheet for off-site landscape areas, indicating the amount of landscaping the district will be required to maintain.
 - d. **Meters** – Each District is required to be metered separately. All electrical and water meters shall be located in locations that are easily accessible to maintenance staff while not visually obtrusive in the street scene

and away from street intersections. Show location of separate water and electrical utility meters intended to serve maintenance district areas exclusively. Show locations of water and electrical meter for landscape district. Show location of water and electrical meter for flood control district. Show location of electrical meter for Traffic signal and street lighting district, on respective plans. Coordinate location of meters on landscape and civil engineering plan.

- e. **Controllers** - The off-site irrigation controllers are to be located within the right of way (preferably within the off-site landscape area). All point of connection equipment including irrigation controller pedestals, electrical meter pedestals, and backflow preventers are to be located in locations that are easily accessible to maintenance staff while not visually obtrusive in the street scene, and away from street intersections. Backflow preventers are to be screened on at least three sides with (5) gallon plant material. The fourth side shall be open to the back of the landscape area in order to allow the backflow cage to be opened without interference with plant materials. Backflow cages shall meet the required City of Perris Engineering Standards in effect at the time of approval.
 - f. **Recycled Water** - If applicable. The project landscape architect shall coordinate with EMWD to verify if the site will be served with recycled water and design all irrigation and landscape plans to meet the requirements of EMWD and provide additional irrigation components as needed.
 - g. **EMWD Landscape Plan Approval** – The project landscape architect shall submit a copy of all irrigation plans and specifications to EMWD for approval. The project landscape architect must confirm with EMWD that the plans have been approved by EMWD and submit written proof of approval by EMWD prior to the City approving the final Landscape Plans. Until the final landscape plan has been approved by the City of Perris, the maintenance areas depicted cannot be accepted by the City for maintenance. The developer shall coordinate the both reviews to ensure acceptability of plans by both EMWD and the City of Perris, prior to approval by either agency.
 - h. **Landscape Weed Barrier** - Weed cloth with a minimum expected life of 10-years shall be required under all mulched areas.
 - i. **Wire Mesh and Gravel At Pull Boxes**- Provide wire mesh and gravel layer within valve boxes to prevent rodent intrusion.
4. **Landscape Inspections.** The project applicant shall inform the on-site project manager and the landscape contractor of their responsibility to call for only "OFF-SITE" landscape and irrigation inspections at the appropriate stages of construction. Inspections shall be scheduled at least two-working days (Monday through Friday) prior to actual inspection. Contact Public Works-Engineering Administration/Special Districts at (951) 956-2120 to schedule inspections.
- **Inspection #1** - Trenches open, irrigation installed, and system pressurized to 150 PSI for four hours.
 - **Inspection #2** - Soil prepared, and plant materials positioned and ready to plant.
 - **Inspection #3** - Landscaping installed, irrigation system fully operational, and request for "Start of 1 year Maintenance Period" submitted, with all required turn-over submittal items provided to Public-

Works Engineering Administration/Special Districts.

- **Turn-Over Inspection**– On or about the one year anniversary of Inspection #3, Developer shall call for an inspection to allow the City to review and identify any potential irrigation system defects, dead plants, weed, debris or graffiti; stressed, diseased, or dead trees; mulch condition, hardscape or other concerns with the landscape installation; or to accept final turn over of the landscape installation. At his sole expense, the Developer shall be responsible for rectifying system and installation deficiencies, and the one year maintenance period shall be extended by the City until all deficiencies are cured to the satisfaction of the City. If in the opinion of the City's Landscape Inspector the landscape installation is in substantial compliance with the approved landscaping plans, the irrigation and communication system is functioning as intended, and the landscape installation is found to be acceptable to the City, then the Inspector shall recommend to the City's Special District Coordinator to accept turn-over of water and electrical accounts, wi-fi communication contracts and the entire landscape installation.
5. **One Year Maintenance and Plant Establishment Period**–The applicant will be required to provide a minimum of a one (1) year maintenance and plant establishment period, paid at the sole expense of applicant. This one-year maintenance period commences upon the successful completion of Inspection #3 discussed above, and final approval by the City. During this one year period the applicant shall be required to maintain all landscape areas free of weeds, debris, trash, and graffiti; and keep all plants, trees and shrubs in a viable growth condition. Prior to the start of the one year maintenance period, the Developer shall submit a weekly Landscape Maintenance Schedule for the review and approval by the City's Special Districts Division. City shall perform periodic site inspections during the one-year maintenance period. The purpose of these periodic inspections is to identify any and all items needing correction prior to acceptance by the City at the conclusion of the one-year maintenance period. Said items needing correction may include but are not limited to: replacement of dead or diseased plant materials, weeding, replenishment of mulches, repair of damaged or non-functioning irrigation components, test of irrigation controller communications, etc. During this period, the City shall begin the annual assessment of the benefit zone in preparation for the landscape installation turn-over to City maintenance staff.
6. **Street/Off-Site Improvements.** The applicant shall submit street improvement plans, accompanied by the appropriate filing fee to the City Engineering Department. Details of treatments of site improvements, including Bus Stops at Mass Transit Routes, Decorative Traffic Signal Signage, and lighting shall meet both the City Engineer's Design Guidelines, and the additional requirements of the Engineering and Special Districts Division. Components shall include, but not be limited to:
- a. **Traffic Signal Signage**–If traffic signals are required, decorative signal signage shall meet the type, style, color and durability requirements of the City Engineer's Office.
 - b. **Bicycle Path Class II**– Frontage along Evans Road has been identified in the Parks Trails Master Plan as a Class II Bike Path. If a Bike Path is required, by the City Engineer's Office, the lane and striping configuration shall meet the type, style, color and durability requirements of the City Engineer's Office.
 - c. **Bicycle Path Class I**– Frontage along Perris Valley Storm Drain Channel has been identified in the Parks Trails Master Plan as a Class I Bike Path. The required bike path shall be designed in accordance with the Class I Bike Path Facilities Design Guidelines, provided in the City of Perris Trails Master Plan.

- d. **Street Lighting**-If street lighting is required, lighting shall meet the type, style, color and durability requirements, necessary for energy efficiency goals, maintenance and longevity of improvements of the City Engineer's Office. As determined by the City, new streetlights may be required to be deeded to City of Perris, and not SCE. Street lights deeded to City of Perris shall be constructed per LS-3 account billing standard, which shall include an individually metered pedestal for streetlights.
- e. **Acceptance By Public Works/Special Districts**- Lighting District facilities required by the City Engineer's Office shall be installed and fully operational, and approved by final inspection by the City Engineer's Office, and the City's Consulting Traffic Signal Inspection Team (Riverside County TLMA) at (951) 955-6815. Prior to acceptance for maintenance of "Off-site" traffic signal and lighting facilities by the Public Works-Engineering and Administration Division/Special Districts, the developer shall contact the Public Works Special Districts Division at (951) 956-2120 to schedule the delivery of all required turn-over submittal items. Prior to acceptance into Lighting District 84-1, coordinate turn-over information pertaining to Street Lights, and Traffic Signal Electrical/SCE Service Meters with Shepherd and Staats, the City's Special Districts Consulting Firm at (760) 639-0124. (i.e. Provide electrical meter number, photo of pedestal, and coordinate "request for transfer of billing information" with SCE and City for all new service meters). Developer shall pay 18-month energy charges to the City of Perris for all off-site street lighting. Call Roxanne E. Shepherd Shepherd & Staats, Inc. for amount due, and to obtain receipt for payment. Obtain and provide a clearance form from Riverside County TLMA indicating completion of all punch list items from traffic signal construction. Submit one large format photo-copy of Traffic Signal as-built plans and timing sheets.

7. **Water Quality Management Plans.** The applicant shall submit a Preliminary and Final WQMP, accompanied by the appropriate filing fee to the Planning Department and City Engineering Department, respectively. Details for treatment control facilities shall meet both the Riverside County WQMP Design Guidelines, and the additional requirements of the Engineering and Special Districts Division intended to reduce long term maintenance costs and longevity of improvements. Components shall include, but not be limited to:
 - **Storm Drain Screens**-If off-site catch basins are required by the City Engineer's Office, connector pipe screens shall be included in new catch basins to reduce sediment and trash loading within storm pipe. Connector pipe screens shall the type, style, and durability requirements of the Public Work's Engineering Administration and Special Districts Division.
 - **WQMP Inspections**- The project applicant shall inform the on-site project manager and the water quality/utilities contractor of their responsibility to call for both "ON-SITE" and OFF-SITE" WQMP Inspections at the appropriate stages of construction. Contact CGRM at (909) 455-8520 to schedule inspections.
 - **Acceptance By Public Works/Special Districts**-Both on-site and off-site flood control/water quality facilities required for the project, as depicted in the Final WQMP, shall be installed and fully operational, and approved by final inspection by the City's WQMP Consultant, CGRM. The Developer shall obtain a final Clearance Letter from CGRM indicating compliance with all applicable Conditions of Approval for the approved WQMP. The developer shall deliver the same to the Public Works-Engineering and Administration Division/Special Districts. In addition, prior to acceptance by the City, the developer shall submit a Covenant and Agreement describing on-going maintenance responsibilities for on-site facilities per the approved WQMP, to the Public Works Engineering Administration and Special Districts Division. The Public Works Engineering Administration and Special Districts Division will review and approve the Covenant and Agreement. The City shall record the same with the Riverside County

Recorder's Office, and the recorded instrument shall be returned to the City Clerk of the City of Perris for filing.

8. **Flood Control District #1 Maintenance Acceptance.** Flood Control District facilities required by the City Engineer's Office shall be installed and fully operational, and approved by final inspection by the City Engineer's Office. Prior to acceptance for maintenance of "Off-site" flood control facilities by the Public Works-Engineering and Administration Division/Special Districts the developer shall contact the Public Works Special Districts Division at (951) 956-2120 to schedule the delivery of all required turn-over submittal items including as-built storm drain plans in electronic PDF format, one large format photo-copy of as-built plans, storm drain video report in electronic format, and hardcopy of video report with industry standard notations and still photos made during video runs (i.e. facilities sizes, off-sets or damage, facility type, dirt and debris, etc.). The flood control facilities shall be turned over in a condition acceptable to the City, and the developer shall make all necessary repairs and perform initial maintenance to the satisfaction of the City.

9. **Assessment Districts.** Prior to permit issuance, developer shall deposit \$5,250 per district, **\$15,750 total due.** Payment is to be made to the City of Perris, and the check delivered to the City Engineer's Office. Payment shall be accompanied by the appropriate document for each district indicating intent and understanding of annexation, to be notarized by property owner(s):
 - **Consent and Waiver for Maintenance District No. 84-1** -New street lighting proposed by the project.
 - **Consent and Waiver for Landscape Maintenance District No. 1** -Proposed landscaping including off-site parkways; certain interior streets public parkways and 5' landscape easements at reverse frontages located at Q-Street (Interior Lots 45, 130, 131, 196), H-Street (Interior Lot 161), C, K and L-Streets (Interior Lots 1, 117, 144, 145); extended detention basin; extended detention basin trail; Class I Master Trails Bicycle Path; and fair share portion of the existing median along Evans road.
 - **Petition for Flood Control Maintenance District No. 1** -For Off-site Flood Control Facilities proposed by the project
 - Original notarized document(s) to be sent to:
Roxanne Shepherd
Shepherd & Staats Incorporated
2370 Edgehill Road
Vista, CA 92084
 - a. Prior to final map recordation or final certificate of occupancy the developer shall annex into the aforementioned districts, posting an adequate maintenance performance bond to be retained by the City as required by the City Engineer. Upon receipt of deposit and Consent and Waiver Forms, the developer shall work with City to meet all required milestones for annexations.

 - i. City prepares the Engineer's Reports which includes a description of the improvements to be maintained, an annual cost estimate and annual assessment amounts.

 - ii. Reports are reviewed and approved by the property owner. The assessment ballots will be based on these Reports.

- iii. **The Reports and corresponding resolutions are placed, for approval, on the City Council Meeting Agenda. City Council action will include ordering the assessment ballots and setting a Public Hearing for no sooner than 45 days. Property owner attendance at this City Council Meeting is not required.**
- iv. **The assessment ballots are sent to the property owner and are opened by the City Clerk at the close of the Public Hearing. With a "YES" vote by the property owner the City Council can move forward with the Resolution that Confirms the Annexation. Property owner attendance at this Public Hearing is not required.**
- v. **Confirmation by the City Council completes the annexation process and the condition of approval has been met.**



Dennis Grubb and Associates, LLC

Assisting Cities Build Safe Communities

Fire Department Development Review Comments

June 21, 2017

City of Perris
Attn: Nathan Perez
135 N. D Street
Perris, CA 92570-2200

Subject: Development Review for TTM 36648

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

1. All homes in the cul-de-sac where the street is longer streets than 150 feet shall have full fire sprinkler protection throughout all attic space. Since this conditions is outside the normal fire code allowance an alternated Means & Methods request pursuant to CFC 104.9 shall be submitted to the City Fire Marshal for review and approval prior to the issuance of a grading permit.
2. A fire department access roads complying with the California Fire Code Chapter 5 and approved plans shall be installed prior to building construction.
3. All required fire hydrants shall be installed and operational prior to building construction. All fire hydrants shall remain operational during construction.
4. All required fire hydrants shall be readily visible and immediately accessible. A clear space of not less than 3-feet shall be maintained.

Respectfully,

Dennis Grubb, CFPE

MEMORANDUM

101 North "D" Street, Perris, CA 92570

TO: Nathan Perez

FROM: Darren Madkin, Interim Assistant City Manager

DM

DATE: September 1, 2015

SUBJECT: TTM 36648, ZC 14-02-0004, GPA 14-02-0003 **UPDATED: 4-27-17**

APPLICANT: Mission Pacific Land Company

Community Services Staff have reviewed TTM 36648 and offer the following comment(s):

- Ordinance Number 953 F.1-7 specifies that whenever a specific plan, tentative tract map, residential tentative parcel map, or multi-family residential development proposal is submitted to the Development Services Department, it must be accompanied by a written statement from the applicant stating their intention to dedicate land, pay fees in lieu thereof, or a combination of both for park and recreational purposes. **No such statement is included with this application.** See attached condition.
- The map or site plan for this project does not show the location of the proposed parkland dedication.
- The proposed parkland dedication is less than the amount of land required to be dedicated (5 acres/1000 residents). _____ acres are required, but the proposed parkland dedication is only _____. The developer/subdivider must pay fees for the value of any additional land that otherwise would have been required to be dedicated.
- The proposed parkland falls below the minimum size for a _____ park.
- The proposed parkland lies in a floodplain/floodway which impacts the available area for development of park improvements.
The following terms are recommended:
- Other: The household size has increased to 4.16 persons per household in Perris (2010 Census). This number should be used to calculate the park acreage required to meet the requirement. Facilities ineligible for park credit include landscaped area edges, medians, subdivision entries, lakes and streams, or other water features, paseos, greenbelts, trails, walkways, and other similar features that are used primarily as transportation corridors and are not destinations in and of themselves, and privately owned facilities (parks, community centers) which are smaller than four (4) acres.

1. Park Dedication Fee/ Calculation:

270 single family lots x 4.16 persons per household = 1,123
Dedication requirement is 5 acres per 1,000 residents
 $1,123/200= 5.61$ acres

- Or -

The Developer may pay park fees in lieu of dedicating park acreage based on the fair market value of the land which would otherwise be required.

2. Perris Valley Storm Channel Trail Improvements and Landscaping:

The developer shall plan, acquire easements or licenses from the Riverside County Flood Control District, and construct a pedestrian trail along the east bank of the Perris Valley Storm Drain levee that may connect with future trail extensions north and south of the project site. The Developer shall construct a ten foot (10') wide asphalt concrete pathway for bicycling and a four and a half foot (4.5') wide decomposed granite pathway for pedestrian use adjacent to TTM 36648. A six by twelve inch concrete mow curb (6"x12") will separate the trail from the adjacent channel slope. The mow curb will be notched every 10 feet for drainage and would be set two inches above the slope grade and one inch above the trail. Land opposite the Perris Valley Storm Channel would be landscaped to the property line or to a minimum of five feet (5') from the property line at City owned properties. Landscaping would consist of native, drought resistant vegetation along with a drip irrigation system.

The trail shall extend the entire length of the projects western boundary, from the Moreno Valley City Limit south to the Ramona Expressway, and shall be designed to connect with future trail extensions north and south of the project site. The landscape plans shall include grading, fencing, plant material, irrigation, signage and appropriate pedestrian access features. The Landscape plans shall conform to the concepts, features, and standards established in the Perris Trails Master Plan, and design guidelines.

Prior to recordation of final map, the developer shall dedicate land, provide easements, or otherwise hold property in common ownership for the two access points to the pedestrian bicycle trail along the Perris Valley Storm Drain on the western boundary of the project site. These access points are to occur between Lot "E" and Lot 171; between Lot "B" and Lot 42. Prior to the issuance of building permits the applicant shall include a design detail of the pedestrian access on the proposed Landscape Plan. These facilities shall be effectively integrated into the development through the use of fence, pavement, and plant materials used commonly throughout the development. Particular attention should be given to disabled access, privacy for adjacent 'dwellings (i.e., adequate setbacks and landscape screens), pedestrian safety, and include the installation of bollards to prevent entrance of motorized vehicles.

Wayfinding/Kiosk signage shall be provided at various locations as specified in these conditions. Such signage shall be consistent with approved signage for the Perris Valley Storm Drain Trail and must be approved by the Community Services

Department prior to installation. Signage shall be placed at the two trail entrances (between lots 158 and 159), and Lot "A" from Evans Road. Wayfinding/Kiosk signage shall be also be provided and at the two pedestrian access trail connection points, between Lot "E" and Lot 171; between Lot "B" and Lot 42.

Prior to the issuance of a certificate of occupancy for the 135th unit in the tract, the developer shall complete all actions required to complete annexation of the project into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the pedestrian trail. The costs and benefits shall be described in the applicable district and annexation documents.

Such districts may include but are not limited to the following:

- a.) Future Trails Community Facilities District.**

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

PROJECT REPORT

CASE NUMBERS: TTM 36648 (15-05002)
Zone Change 15-05003
General Plan Amendment 15-05004

Date: July 19, 2017

Project Planner: Nathan G. Perez, Associate Planner

Project Description: A proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000 and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan land use element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the General Plan Circulation Element. Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public).

Location: The Tentative Tract Map is located west of Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road.

Assessor's Parcel Number: Tract Map: 305-170-008 to -010, 302-160-003 to -015, 302-160-017, 302-160-019, 302-160-019 to -022, 302-150-009 to -012, 302-150-014, 302-150-018, and 302-150-019

Future Detention Basin rezone: 302-140-0007 and 302-140-0008.

Applicant/Owner: John Abel
Address: 4100 Newport Place Suite 400
Newport Beach, CA 92660

Environmental Determination: An Initial Study has been prepared for the proposed project, which determined that, subject to mitigation measures, there is no substantial evidence of adverse environmental

effects therefore a Mitigated Negative Declaration (2315) has been prepared

Related Cases: N/A

EXISTING ZONING AND LAND USE:

Existing Tract Map Zoning: R-10,000

Surrounding Tract Map Zoning :

<i>Direction</i>	<i>Zoning</i>
North	SP 193 ML (Medium Low Density Residential- Moreno Valley Ranch)*
South	R-20,000
East	R-6,000
West	P (Perris Valley Storm Channel)

*Moreno Valley jurisdiction

Existing Basin Area Zoning: R-10,000 and CN (Commercial Neighborhood)

Surrounding Land Uses (Detention Basin rezoned):

<i>Direction</i>	<i>Land Use</i>
North	Single Family Residential (Moreno Valley)
South	Flood Channel
East	Single Family Residential
West	Perris Valley Storm Channel

Existing Land Use (Detention Basin rezoned): Vacant

PROJECT BACKGROUND/DESCRIPTION

The applicant, *Mission Pacific Land Company* is proposing to subdivide 65.8 gross acres into 270 single family lots with five (5) lettered lots (A, B, C, D, and E). Letter lot “A” (57,425 sq. ft.), lot “B” (39,791 sq. ft.), and “C” (62,428 sq. ft.) are detention basins that adequately convey drainage flows. Lot “D” (2,069 square feet) and lot “E” (2,280 square feet) are used for trail access points. The project will also provide a decomposed granite trail (from Perris Valley Storm Channel to Evans Road) through lots “A” and “B.” Also, Per the Perris Trail Master Plan a decomposed granite trail with a Class I bike lane is proposed along the project site to Ramona Expressway. The proposed single family lots range from a minimum 6,000 square feet to 15,760 square feet with an average of 6,931 square feet. The proposed density is 4.4 dwelling units per acre. The project is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits.

A General Plan Amendment is required to amend the Tract Map area from “SP” (Specific Plan) to R-6,000, and amend 30.3 acre area for a future detention basin from SP (Specific Plan) to P (Public Facilities) from the City of Perris General Plan Land Use Element. Also, the General

Plan Amendment includes eliminating a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the City of Perris General Plan Circulation Element (2030). The existing Specific Plan designation is a remnant of a former larger area that was once planned as a specific plan area extending to the westerly side of the channel and southerly to Ramona Expressway. However, two large industrial buildings have been approved and have completed construction on the west side of the channel and were removed out of the Specific Plan. As well, Harley Knox was terminated at the west side of channel at the time the industrial buildings were approved. As such, there is no need to retain the Specific Plan designation or Harley Knox Blvd. east of the channel.

Zone Change application includes the following: 1) to re-zone the 65.8 acre project area from R-10,000 to R-6,000 to allow a higher density. Due to housing market demand, minimum 6,000 square foot lots are proposed. 2) To rezone approximately 29.2 acres of land from R-10,000/CN to "P" (Public). The applicant owns the area planned for a future detention basin located south of the project site, and the applicant has agreed to rezone the property at this time. The adopted basin is planned for a future regional basin per the *Perris Valley Storm Drain Master Drainage Plan (Alternative 5)* to reduce the downstream flood plain.

Currently, the vacant project site is accessible by Evans Road (to the east) and surrounded by existing residential neighborhoods to the north (Moreno Valley city limits), east, and vacant land to the south. There are also two (2) existing detention basins that are proposed to be replaced with lot "C." The topography and elevation ranges from 1457' feet to 1469' feet above sea level and slopes downward from north to south.

ANALYSIS AND REVIEW:

GENERAL PLAN & ZONING CONSISTENCY

Tract Map

Current General Plan Land Use Designation: SP (Specific Plan)

Proposed Change of General Plan Land Use Designation: R-6,000 (Single Family Residential)

Current Zoning: R-10,000 (10,000 square foot minimum lots)

Proposed Change of Zoning: R-6,000 (6,000 square foot minimum lots)

Both project sites are located within Planning Area 1 of the City of Perris General Plan Land Use Element (2030). Planning Area 1 is located on the northeastern edge of the City, bounded by the City limits to the north and east, and the Ramona Expressway to the south.

Currently, the Tentative Tract project site is designated SP (Specific Plan) per the Perris General Plan (2030) Land Use Element and R-6,000 (Single Family) per the Zoning Map. The proposed General Plan Amendment will re-designate the project area from SP (Specific Plan) to R-6,000 from the City of Perris General Plan (2030) Land Use Element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the General Plan Circulation Element. The Zone Change will change the land use designation of the parcel from R-10,000 to R-6,000. The proposed General Plan Amendment (GPA) and Zone Change (ZC) are intended to re-designate and rezone the project site to allow smaller sized lots to meet current regional housing market demands.

The proposed single family tract is permitted within the “R-6,000”zone, which allows a density of 4 to 7 dwelling units per acre. The project proposes 4.4 dwelling units per acre which does not exceed the maximum unit density.

Staff supports the proposed Zone Change to re-designate the Tentative Tract Map project site from R-10,000 to R-6,000. The proposed zone change re-designation from R-10,000 to R-6,000 also coincides with the existing adjacent land uses along Evans Road which include the following: an existing residential neighborhood north, east of the project site. The new *Richmond American Steeplechase* neighborhood (TM 32707) east across Evans Road, is similar in density (3.53 units/acre) and lot size range (7,215 sq. ft. to 19,281 sq. ft.). Overall, the project is compatible with all adjacent residential land uses along Evans Road and Lassalle Street in Moreno Valley.

Detention Basin

Current General Plan Land Use Designation: SP (Specific Plan)
 Proposed Change of General Plan Land Use Designation: P (Public)

Current Zoning: R-10,000 (10,000 square foot minimum lots)/ NC (Neighborhood Commercial)
 Proposed Change of Zoning: P (Public)

Staff also supports to rezone approximately 29.2 acres of land from R-10,000/CN to “P” (Public) for a future detention basin located south of the project site per the *Perris Valley Storm Drain Master Drainage Plan (Alternative 5)*.

DEVELOPMENT STANDARDS:

Lot Size, Density, Minimum Lot Depth and Width

The proposed General Plan Amendment and rezoning to R-6,000 would enable the applicant to develop 270 dwelling units. The proposed tract map will adhere to the R-6,000 development standards below:

<i>Development Standard</i>	<i>R-6,000</i>	<i>Complies?</i>
Minimum Lot Size	6,000 sq. ft.	Yes
Minimum Lot Width	60 feet (65 feet corner lots)	Yes
Minimum Lot Depth	100 feet	Yes
Lot Frontage	60’ feet (45’ feet cul-de-sac)	Yes
Density (Units/Acre)	4 to 7 units/Acre	Yes (4.4 DU/acres)

All of the proposed lots would meet or exceed the minimum development standards for the R-6,000 zone as shown in the chart above.

The developer is required to submit an ADPR (Administrative Development Plan Review) for review and approval of architecture, plotting, conceptual landscaping, and fencing (Condition #31). The project is conditioned to submit a minimum of: four (4) architectural types, eight (8)

color schemes, four (4) floor plans, and a minimum of two (2) materials. This ensures that a variety of architecture and floor plans are provided. Overall, the application will ensure that all development complies with the R-6,000 zoning standards for setbacks and lot coverage.

General Plan Circulation Element – Harley Knox

The City of Perris General Plan (2030) Circulation Element designates Harley Knox (from Perris Valley Storm Channel to Evans Road) Blvd as an “Arterial” (128’ ROW), and all future interior streets as “Local” (60’ ROW). However, to facilitate the development of a Tract Map, Harley Knox Blvd, and two (2) paper streets (La Viña and Nance Street) will be vacated through the Tract Map. Harley Knox Blvd on the west side of the Perris Valley Storm Channel has been vacated to facilitate development of the Stratford Ranch Industrial project.

The Tract Map will also dedicate some land along Evans Road to provide room for a Class II bike lane. All interior streets are condition to provide curb, gutter, sidewalk, and paving (Engineering COA # 3). The project will have two (2) points of access along Evans Road.

Evans Road Improvements

The project site is accessible from Evans Road with two (2) points of access and located across the street from *Rancho Verde High School*. Evans Road has existing traffic and safety issues that are produced by existing lands uses which include: traffic congestion, speeding, jaywalking, and recurring drop off and pick up of high school students in adjacent residential neighborhoods

Therefore, the City Engineer conditioned that the project provide full dedication and improvements along Evans Road (from Moreno Valley city limits along the High school to Ramona Expressway) to address these traffic and safety issues. The City Engineer conditioned (Eng. COA #2) the project to include all of the improvements as defined by the *Webb Associates* letter dated March 22, 2016 with attached geometric plan (Exhibit I), and *City of Moreno Valley* traffic engineer memo dated May 29, 2015. The geometric plans includes the following improvements:

Phase I

Prior to Issuance of first Building Permit for TTM 36648:

1. Construct new crosswalk and pedestrian traffic signal at the EMWD easement
 - A. Provide opening in existing pedestrian fence for this crossing.
 - B. Construct median improvements to serve as a pedestrian refuge.
 - C. Construct pedestrian signal
2. Construct new traffic signal at the existing intersection of Belserra Gate and Evans Road with associated intersection striping to provide crosswalks. Crosswalk striping shall be continental striping to improve pedestrian safety.
3. Existing pavement along west side of Evans Road adjacent to tract 36648 frontage shall be slurry sealed.
4. Re-stripe Evans Road from Ramona Expressway to northerly city limits to reduce lane widths to 11’. This will reduce motorists’ speed and allocate additional street space for bike lanes and an expanded bike lane buffer.

5. Widen Evans road to an interim condition from the southerly line of tract 32708 to Ramona Expressway to accommodate buffers and bike lanes.
6. Conditional striping at all proposed and existing school crosswalks. Locations include Belserra Gate/Evans Road intersection, the new pedestrian crossing in city of Moreno Valley, and Via De Anza/Evans Road intersection.
7. Construct pedestrian lighting improvement at crosswalks at the intersection of Belserra Gate and Evans Road.
8. Extend school reduced speed limit zones south into the city of Perris per the California MUTCD.
9. Install interconnect traffic signals on Evans Road from Ramona Expressway to Via De Anza.
10. Modify the existing Marbella Gate Intersection to right-in-right-out to reduce potential conflicting turning movements along Evans Road. This will be achieved by extending the median through the intersection.
11. Modify traffic signal at Anira Court and Evans Road to accommodate shifted lanes and bike lanes.
12. Update traffic signal at Ramona expressway and Evans road to accommodate shifted lanes and bike lanes. Install southbound overlapping right turn signal per the traffic impact analysis for TTM 36648.
13. Evans Road median reconfiguration to provide left hand turn pocket.

Prior to issuance of first Certificate of Occupancy for TTM 36648:

1. Pavement along the west side of Evans Road adjacent to Tract 36648 frontage shall be slurry sealed.

Overall, these improvements are upfront to address existing traffic and safety issues.

Perris Valley Storm Channel Trail

The expansion of the Perris Valley Storm Channel (PVSC) is required per the North Perris Master Drainage Plan which includes a future recreational trail per the *Perris Master Trail Plan*. The developer shall construct a 10 foot wide paved bike path with a 4.5 foot wide decomposed granite trail within the service road along the east bank of the Perris Valley Storm Channel (PVSC). The trail shall extend the entire length of the projects western boundary, from Moreno Valley City Limits to the Ramona Expressway, and shall be designed to connect with future trail extensions north and south of the project site. Two (2) access points will be located along the Perris Valley Storm Channel located at Lot "B" and south of lot 171. Also, two (2) access points shall be provided between lot 158 and 159 and Lot "A" along Evans Road.

Wayfinding/Kiosk signage shall be provided at all entrances from the Perris Valley Storm Channel. A break in the fence shall be provided at each access point, and include the installation of removable bollards to prevent entrance of motorized vehicles.

Prior to recordation of the final parcel map, the developer shall dedicate land, provide easements, or otherwise hold property in common ownership for access points to the pedestrian/bicycle trail along the PVSC eastern boundary of the project site.

Drainage

Development of the project site would result in an increase in the amount of impervious surfaces in the form of new single family homes, roadways and sidewalks. Conditions resulting from this change will increased rain runoff and reduce infiltration. To reduce and mitigate runoff the proposed tract map provides three (3) detentions basin, which are labeled lot "A" (57,425 sq. ft.), lot "B" (39,791 sq. ft.), and "C" (62,428 sq. ft.). Each of these basins will be maintained by the LMD (Landscape Maintenance District) and will convey overflows into the Perris Valley Storm Channel. Also, Per Riverside County Flood Control (RCFC) and *North Perris Valley Master Drainage Plan*, the Perris Valley Storm Channel is required to be widened 300' feet from center line to convey flows safely through the development and adjacent properties.

Currently, the project site is within the AE zone (1% flood) per FEMA (Federal Emergency Management Agency) designation. The widening of Perris Valley Storm Drain Channel reduces the footprint and the base flood elevations but do not entirely remove the project from the floodplain. However, this project is conditioned (Planning COA #29 and Engineering COA # 1.f.) to elevate all building pads by a minimum of 12" inches and finished floors to a minimum of 18" inches above the 100-year flood plain which exceeds FEMA's requirement of 1' foot. Also prior to construction, the applicant is required to submit a CLOMR/LOMR to revise the floodplain map based on the fill to the project site, and widening of the Perris Valley Storm Drain Channel.

The applicant is required (Eng COA #1.d.) to submit a detailed hydrology report and hydraulic calculations to the City Engineer (for review and approval) that will address the offsite flow, cumulative onsite runoff that would impact adjacent downstream properties. All drainage and flood control facilities and improvements shall meet with accordance to *Riverside County Flood Control* requirements and standards.

Walls

The project perimeter walls along Evans Road, the Perris Valley Storm Channel and the north and south property lines shall consist of a 6' high decorative split-face block wall with pilaster columns every 100' feet. The two (2) main entryways (Street K and L) along Evans Road are conditioned to provide entry monumentation to identify the tract. Throughout the interior of the tract, all reverse frontage lots and corner lots with a side street shall include a 6-foot high split face block wall with pilasters. A 5' (five) foot setback behind the property line adjacent to the block wall shall be required to consist of decorative hardscape to include: cemented river rock, and decomposed granite (2 colors) with boulders subject to the review and approval of the Planning Division. Except for those areas designated under an LMD per Public Works requirements shall be landscaped with irrigation.

All interior fencing (not visible from the public right-of-way) shall be white PVC vinyl fencing (wood fencing is prohibited).

Park Land

The proposed Tentative Tract Map will create an incremental increase in demand for park and recreation facilities in the City. Prior to the issuance of building permits (per lot), the developer shall pay all development impact fees, including parks and recreation fees in accordance with City of Perris Ordinance Number 953. City of Perris Ordinance No. 953 requires for a minimum provision of 5 acres of open space is provided per thousand new residents. The proposed Tentative Tract Map 36648 proposes development of 270 dwelling units with an average of 4.16 persons per household in the City of Perris, resulting in a total projected population of 1,123. This would create a demand for 5.16 acres of parkland. Per said ordinance, the City reserves the right for payment of fair market value of 5.16 acres of land based on a qualified appraisal in lieu of dedicating park acreage prior to building permit issuance (Community Services memo dated September 1, 2015 and Planning COA#38.e.).

ALUC

On July 10, 2014, the Riverside County Airport Land Use Commission determined that the project is consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB ALUCP). The proposed project is also located within the March Air Reserve Base/Inland Port Airport Influence Area (March AIA) Zone D (Flight Corridor Buffer) and Zone E (other Airport Environs) which complies with the 2014 March ARB/IP Land Use Compatibility Plan (March ALUCP).

AGENCY COMMENTS

During the public agency commenting period, the *Moreno Valley Public Works Department* provided a letter (dated May 29, 2015) that included recommended Evans Road corridor improvements. The City of Perris Engineer has included some corridor improvements to coincide with the *City of Moreno Valley* comments such as including a Class II bike lane, removing acceleration lanes, and conditioning for minimum 11' foot vehicle lanes.

The project was also subject to SB 18 government to government consultation regarding the project as required by state law when a General Plan Amendment is considered. Staff mailed letters to all tribes provided by NAHC (Native American Heritage Commission) list and received consultation letters from Pechanga Tribe (dated March 17, 2014 and April 28, 2014) and Soboba Tribe (dated February 18, 2013).

Both tribes requested a cultural resource study be provided with mitigation measures that included monitoring the site during ground disturbance activities. Staff provided both tribes with a cultural resource study with no request to follow up with a government to government consultation. Staff has included mitigation measures that will only apply if a cultural resource is discovered during grading.

PUBLIC COMMENTS

A public notice was sent to property owners within 300-feet of the project site and agencies. As of the writing of this report, no comments have been received by staff.

ENVIRONMENTAL DETERMINATION

An Initial Study was prepared for the project in accordance with the City's guidelines implementing the California Environmental Quality Act. This Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such an Initial Study, staff has concluded that all potential significant effects on the environment can be reduced to a less than significant level through mitigation measures, the design of the development, the zoning code and standard requirements of the City, therefore a Mitigated Negative Declaration (2315) has been prepared.

FINDINGS

The required findings to support approval of Tentative Tract Map, General Plan Amendment and Zone Change are provided below:

FINDINGS RECOMMENDING APPROVAL OF TENTATIVE TRACT MAP 36648 (15-05002):

- a. The proposed Tentative Tract Map will not result in a significant adverse effect on the environment.
- b. As conditioned, the design of the Tract is consistent with the General Plan and the Zoning Ordinance standards for the R-6,000 zone.
- c. The project site is physically suitable for type and density of the proposed residential development.
- d. As conditioned, the proposed Tentative Tract Map is consistent with City standards, ordinances, and policies.
- e. The project is a subdivision for future residential development that is compatible with the surrounding land use and zoning designations in to the east.
- f. The proposed Tentative Tract Map will not have a negative effect on public health, safety, or general welfare.
- g. Tentative Tract Map is in compliance with the Subdivision Map Act.

FINDINGS RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT 15-05004 AND ZONE CHANGE 15-05003:

- a. The proposed project is consistent with the goals and policies of the Land Use Element of the General Plan, whereas the proposed change in land use designation is compatible with the surrounding area (Goal 1) and adjoining land uses to develop a community identity (Goal 3).
- b. The proposed project is compatible with adjacent similar land uses in the project area and in the surrounding properties, whereas the adjoining land uses are currently designated R-

6,000 to the east, and existing single family neighborhood to the north (Moreno Valley City Limits).

- c. The proposed project is a logical extension of the existing zoning pattern, whereas the abutting property to the east is designated R-6,000 residential.

RECOMMENDATION

Staff recommends that the Planning Commission:

ADOPT Resolution No. 17-07 recommending that the City Council **Approve** the Mitigated Negative Declaration (2315), and General Plan Amendment, Zone Change, and Tentative Tract Map 36648 subject to the Conditions of Approval.

MND2315, Initial Study and Associated Studies are on File at the Planning Department and available online at:

<http://www.cityofperris.org/city-hall/departments/development/planning.html>

Exhibit L