

Perris Valley Commerce Center Amendment No. 10



SPECIFIC PLAN



City of Perris, California
October 2020



Perris Valley Commerce Center Specific Plan Amendment No. 10

City of Perris

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Amendment No. 1 Approved: September 25, 2012, Ordinance No. 1288
Amendment No. 2 Approved: November 27, 2012, Resolution No. 4538
Amendment No. 3 Approved: February 9, 2016, Ordinance No. 1324
Amendment No. 4 Approved: February 9, 2016, Ordinance No. 1323
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ACKNOWLEDGEMENTS




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This document reflects all amendments to October 2020

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


Document Updates



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

Document Updates



Amendment No.	Case No.	Details of Amendment	Approval Date
<p>9</p> 	<p>17-05074</p>	<p>The purpose of Amendment No. 9 is to modify Figure 2.0-1 Specific Plan Land Use Designation, Figure 4.0-16 Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 35 ACRES from Business Professional Office (BPO) to Light Industrial (LI), for the properties bound by Johnson Avenue to the east, Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north. Amendment No. 8 also modifies Figure 3.0-1 Circulation Element, Figure 3.0-4 Mass Transit, Figure 3.0-7 Existing Water, Figure 3.0-8, Existing Sewer, Figure 3.0-9, Existing Recycled Water, Figure 3.0-12 Existing Natural Gas, Figure 3.0-13, Existing Electric, Figure 3.0-14, Existing Telephone, Figure 3.0-15 Existing Cable, Figure 5.0-7 Perris Valley Storm Channel Trail, and Figure 5.0-8 Ramona Expressway Trail to reflect the vacation of three streets: Goldenview Drive, Johnson Avenue, and Via Verona Street between Markham Street to the north and Perry Street to the south.</p>	<p>8/28/2018 Ordinance #1371</p>
<p>10</p>	<p>19-00012</p>	<p>The purpose of Amendment No. 10 is to modify Figure 2.0-1 Specific Plan Land Use Designation, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 16 ACRES from Commercial (C) to Light Industrial (LI), for the property bound by Ramona Expressway to the north, light industrial uses to the south, Perris Boulevard to the east, and Indian Avenue to the west.</p> <p>Amendment No. 10 also modifies text in Sections 3.4 and 3.5 to address current conditions, and the following Figures were revised: Figure 3.0-7 Existing Water, Figure 3.0-8, Existing Sewer, Figure 3.0-9, Existing Recycled Water, Figure 3.0-10 Existing Floodplain, and Figure 3.0-16 Area Drainage Plan Storm Drain Plan.</p>	<p>1/28/2021 Ordinance #</p>

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1.0 EXECUTIVE SUMMARY

1.1 Project Introduction

The Perris Valley Commerce Center Specific Plan area and its surroundings are in transition from land use as an undeveloped agricultural area to a modern-day commerce center providing for the needs of an ever-expanding regional market.

The area offers convenient access to a multi-directional freeway system via Interstate-215 traveling north and south, and State Route-60 traveling east and west as shown on Figure 1.0-1. In addition, the Mid-County Parkway, a 16-mile east-west transportation corridor, is proposed from San Jacinto to Interstate-215 in Perris. If constructed, the exact alignment will be determined at some point in the future.

Immediately north of the City is the March Air Reserve Base. After the closure of March Air Force Base and its conversion to an Air Reserve Base in 1996, surplus lands were sold to commercial and industrial ventures. Land that was not sold is currently owned and managed by March Joint Powers Authority. Since then, the entire area surrounding the base has been in transition. The quick pace of development of these areas has increased the desire to efficiently manage and coordinate the changing community. To facilitate this change, the City of Perris has designated more than 5 square miles and over 3,500 acres of the northwestern portion of the City to be developed under the guidance of a Master Development Plan known as the Perris Valley Commerce Center Specific Plan (PVCC or the Specific Plan).

The Perris Valley Commerce Center Specific Plan is primarily designated for Light Industrial land use, but also contains Commercial, General Industrial, Business/Professional Office and Public land use designations. The specific plan also includes areas with a residential designation to recognize existing communities. The Perris Valley Commerce Center Specific Plan is designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses.

1.2 Specific Plan Vision and Objectives

The intent of the Perris Valley Commerce Center Specific Plan is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The plan will promote recognition throughout the region for its aesthetic cohesiveness, superior land planning, and architectural design. Smart Growth Principles have been consistently applied through the design guidelines.

Promote Compatible Land Uses for the Area

The Specific Plan will provide land uses and development standards created specifically for the area to promote smart growth principles by:

- Encouraging community and stakeholder collaboration in development decisions.
- Allowing the residents of the community to live and work under the same roof.



- Promoting future Professional Office conversions.
- Ensuring a balance of land uses that maintain and enhance the City's fiscal viability, economic diversity and environmental integrity.
- Encouraging the development of joint-use and dual-use facilities such as basins and park use facilities.
- Creating walkable communities by setting forth allowed land uses in a coordinated, comprehensive manner that interface with planned open space trails and public realms, as well as close proximity to transportation facilities.
- Promote land use compatibility with the continued military and civilian operations at March Air Reserve Base.

Promote Sustainable Development

The Specific Plan will encourage the use of "Green" technologies through:

- Requirements that reduce impacts to the San Jacinto River.
- Encourage water-wise landscaping appropriate to the arid environment of Southern California.
- Require measures to reduce the "island heat" effect by mitigating the warming effects of hard surface areas.
- Encourage project designs that support the use of alternative transportation facilities.
- Encourage increased energy efficiency in building design and offer incentives for LEED certification.

Streamline the Development Process

The Specific Plan will streamline the entitlement development process to enable rapid development.

Strong Sense of Place

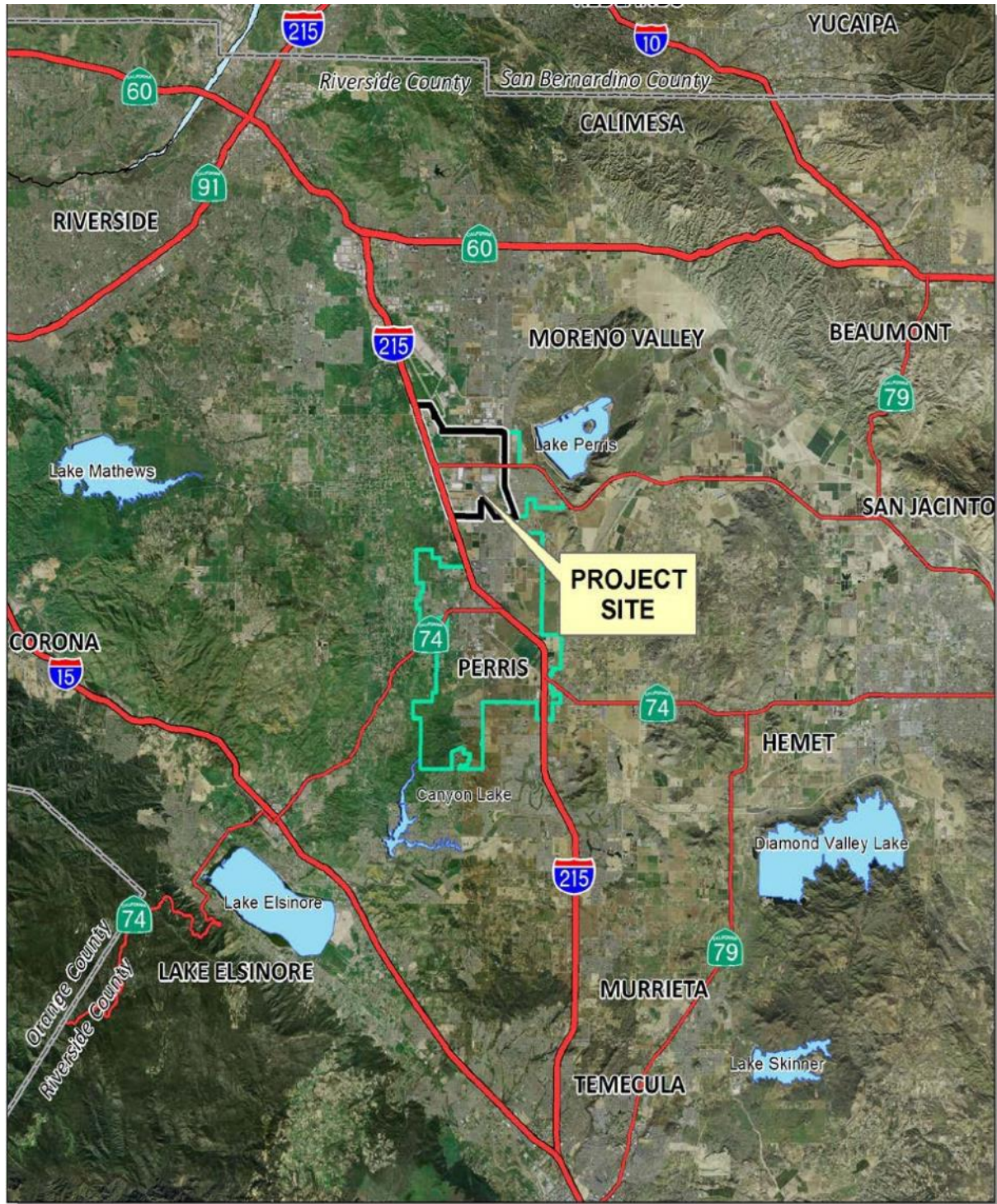
The Specific Plan will provide a strong sense of place by establishing an identity for the area by:

- Promoting high level development standards to ensure aesthetic cohesiveness throughout the specific plan area.
- Using various methods such as logos, streetscapes, banners, public art, unique entry monumentation, and enhanced architecture.
- Preserving the historical attributes of this area.
- Beautifying the community by the use of native and appropriate non-native drought tolerant species.

Identify Infrastructure

The Specific Plan will identify infrastructure utility needs and provide circulation plans for various vehicular (passenger/truck, bus and transit) and non-vehicular circulation (bikes, pedestrian trails).

Figure 1.0-1, Vicinity Map

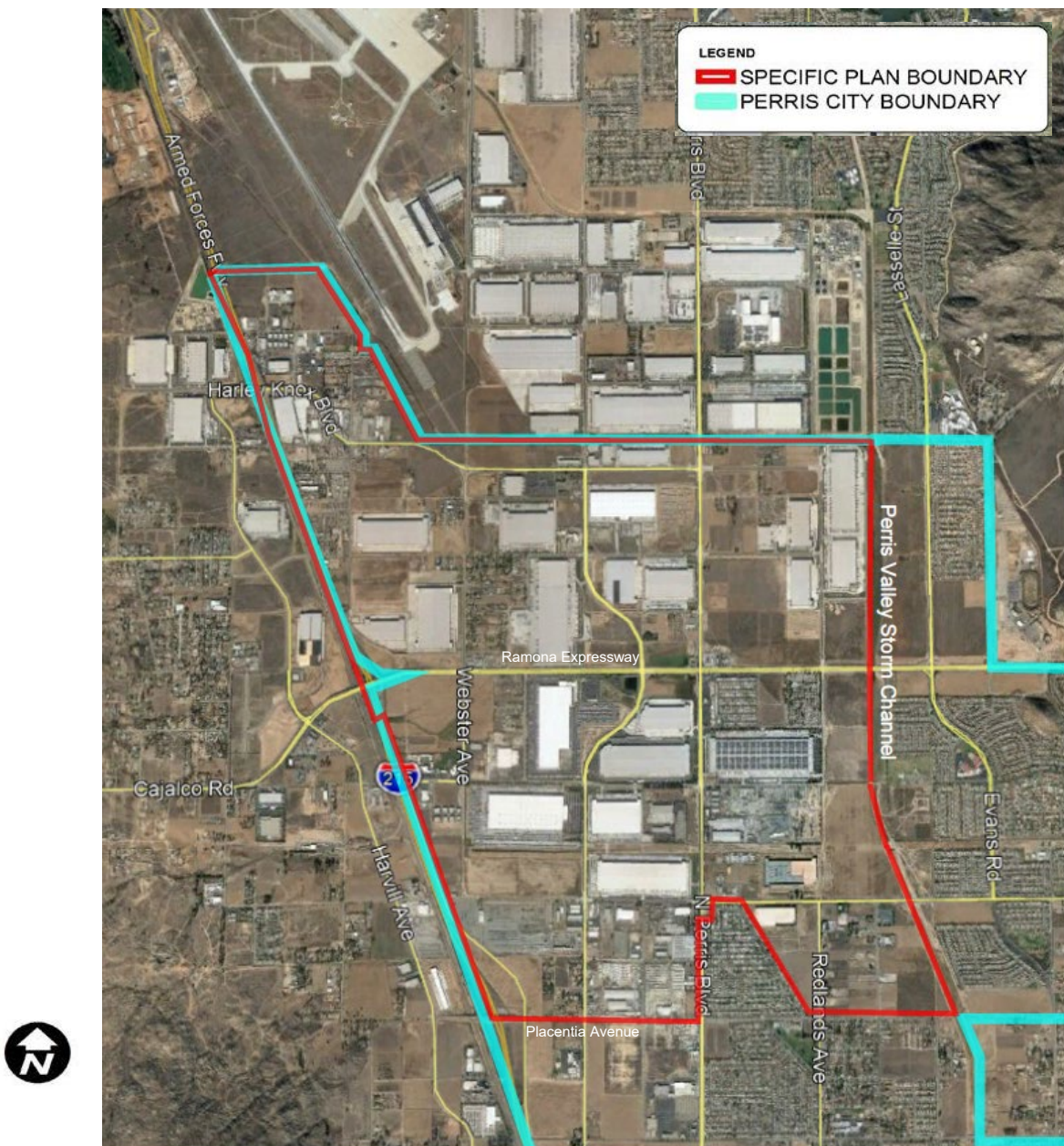


1.3 Existing Setting

1.3.1 Existing Land Use

The Perris Valley Commerce Center Specific Plan is located on approximately 3,500 gross acres within the City of Perris, Riverside County, California. The project site is located east of Interstate-215, west of the Perris Valley Storm Drain, south of March Air Reserve Base, and north of Placentia Avenue as shown on Figure 1.0-2. The existing community is currently characterized by agricultural, residential, commercial, and industrial uses.

Figure 1.0-2, Specific Plan Boundary





1.3.2 Existing Topography

At this time, a large portion of the proposed Perris Valley Commerce Center Specific Plan area is undeveloped land currently used for agriculture. The other portions contain some existing developments including warehouse/distribution facilities, neighborhood commercial, smaller-scale industrial facilities, a rural residential community and a mobile home subdivision. The surrounding area includes the City of Moreno Valley and March Air Reserve Base to the north, the community of Mead Valley, an unincorporated area of Riverside County to the west, and more developed areas of the City of Perris to the south and east.

Surrounding land uses include the following:

North: Vacant land, March Air Reserve Base and industrial uses within Moreno Valley jurisdiction

South: Industrial, residential and vacant land

East: Perris Valley Storm Channel, residential and vacant land

West: Vacant property, industrial uses, Interstate-215 and an existing rail line within Riverside County jurisdiction

The project site is relatively flat, sloping in a southeasterly direction with elevations ranging from approximately 1,430 to 1,500 feet above mean sea level.

1.3.3 Existing General Plan

On April 26, 2005, the City of Perris approved the Land Use Element of the City of Perris General Plan. The Land Use Element incorporates land use policies and maps to guide the future development of the City of Perris. The Perris Valley Commerce Center Specific Plan site is located within Planning Areas 1 and 3, and partially within Planning Areas 4 and 5 of the General Plan as shown in Figure 1.0-3.

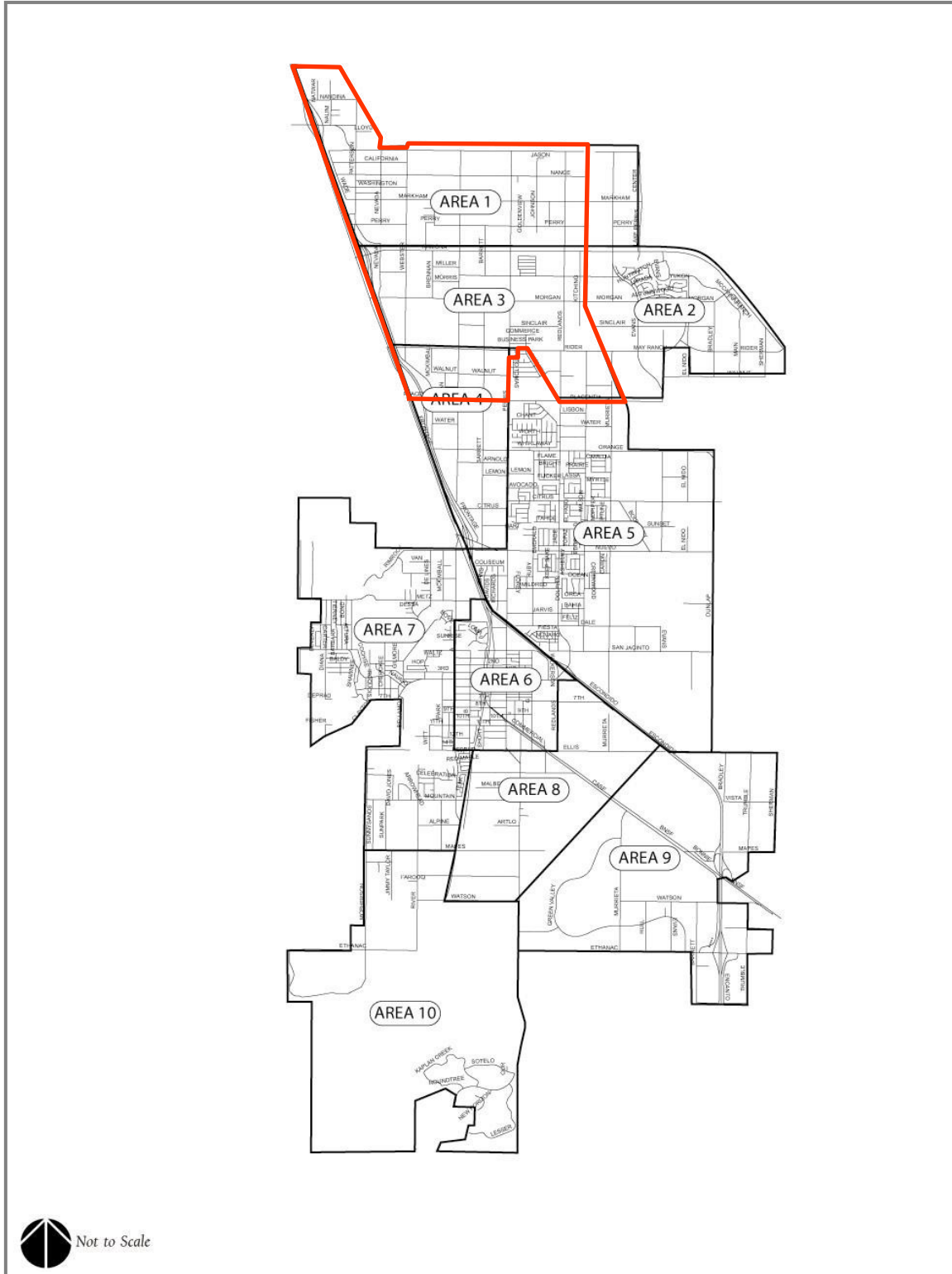
Planning Area 1 is designated as "North Industrial". The General Plan recognizes that while there may be some residential land uses, the area will generally be used for industry. Industries in this area are anticipated to be related to air-cargo support, due to its close proximity to March Global Port. High truck traffic volume is anticipated.

Planning Area 3 is designated as an "Agricultural Conversion Area" providing for the gradual conversion of this area from agricultural uses to those land uses that are more compatible with the surrounding commerce and industry.

Planning Area 4 is designated as a "Freeway Business Park." Although this area was also primarily used for agriculture when the General Plan was adopted, more appropriate land uses for this planning area include Business Park, Commercial, and Industrial uses due to the Specific Plan's close proximity to Interstate-215, which allows for greater access and visibility.



Figure 1.0-3, Planning Areas





A very small portion of Planning Area 5 is governed by the Perris Valley Commerce Center Specific Plan. Planning Area 5 lies in the "Central Core" of the City of Perris and is designated for a mix of residential, office, and commercial uses. The one parcel of the Perris Valley Commerce Center Specific Plan area that lies within Planning Area 5 is designated for Neighborhood Commercial land uses.

Accordingly, the Perris Valley Commerce Center Specific Plan meets the primary intention of each of the Planning Areas of the City.

Subsequent sections of the Perris Valley Commerce Center Specific Plan illustrate and describe the Project area's development criteria as they relate to land uses. Section 4.0 includes applicable development standards, design and landscape guidelines, green development guidelines, and development incentives for the entire Perris Valley Commerce Center Specific Plan area. Circulation, drainage, water, sewer and public utility systems and services will be addressed separately in Section 3.0 Infrastructure, and Section 5.0 Off-Site Design Standards and Guidelines.

Currently, the City's General Plan land uses within the Perris Valley Commerce Center Specific Plan area include the following:

Business Park: Business Park is located in the northeast and southwest corners of the Specific Plan.

Commercial: There is only one area along Ramona Expressway designated and constructed as Neighborhood Commercial. The majority of the Community Commercial is located along Ramona Expressway at the east and west ends of the Specific Plan boundary, as well as along Perris Boulevard.

Industrial: The General Industrial wraps around the northerly boundary of the Specific Plan, bordering March Air Reserve Base. Light Industrial covers the majority of the remaining Specific Plan area.

Public: There are two linear areas designated as public within the Specific Plan boundary. One runs in a north-south direction and represents the Perris Valley Storm Drain facilities. The other runs in an east-west direction and corresponds to the Colorado River Aqueduct (MWD right-of-way).

Residential: There are three separate locations designated as residential: R-6000 at the northwest corner of Redlands Boulevard and Markham Street, R-20,000 on the southeast corner of Webster Avenue and Markham Street, and MFR-14 north of Dawes Street and east of Perris Boulevard.

Specific Plan: The General Plan land use map designates land along the northeasterly boundary, adjacent to the Perris Valley Storm Channel, as "Specific Plan," however, the anticipated Specific Plan was not completed and the Perris Valley Commerce Center Specific



Plan is intended to replace and expand this area. The proposed Perris Valley Commerce Center Specific Plan will ensure consistency between the general plan and zoning map.

1.4 Specific Plan Governmental Actions Required

It is the intent of the Perris Valley Commerce Center Specific Plan to facilitate development of the area in an orderly and consistent fashion. Within this Perris Valley Commerce Center Specific Plan, land use designations are mapped out and permitted uses are defined in Section 2.0. This Specific Plan also includes development standards, design guidelines, and landscape standards that define the City's expectations for development of this area in Section 4.0. The Specific Plan provides the City of Perris, its residents, businesses, and developers a comprehensive set of design elements, regulations, conditions, and programs for guiding the systematic development of this area. Additionally, this Specific Plan will implement applicable elements of the City of Perris General Plan and include detailed information about the area's need for infrastructure improvements such as roads, water, sewer, and flood control facilities.

The Perris Valley Commerce Center Specific Plan has been prepared pursuant to the State of California Government Code, Title 7, Division 1, Article 8, Section 65450 which grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans. The Government Code states that Specific Plans may be adopted either by Resolution or by Ordinance and that the Specific Plan is required to be consistent with the General Plan. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures. The Government Code also states that Specific Plans may address any other subjects, which in the judgment of the city are necessary or desirable for implementation of the General Plan.

The Perris Valley Commerce Center Specific Plan requires action by the Planning Commission and City Council on the following:

- **Specific Plan No. 08-10-0007**
To establish land use designations, a plan for public facilities, design guidelines, and a development incentive program.
- **General Plan Amendment No. 08-10-0008**
To amend the Land Use Element of the City of Perris General Plan to designate the properties within the project area as a Specific Plan.
- **Zone Change No. 08-10-0009**
To establish Specific Plan zoning of the properties within the project area to Specific Plan (SP).



2.0 LAND USE PLAN

2.1 Perris Valley Commerce Center Land Use Designations

The Perris Valley Commerce Center Specific Plan is designed to encourage a thoughtful mix of land uses that provide interrelated opportunities. Although the City has zoning designations that correspond to the land use designations, some modifications to the allowable uses and development standards are provided in the Standards and Guidelines (Section 4.0 – Section 10.0). The commerce center land use designations include: General Industrial (GI), Light Industrial (LI), Business/Professional Office (BPO) and Commercial (C). There are two areas of residential designations that are intended to recognize the existing communities: Residential (R) for the community located south of Markham, east of Webster, and north of Ramona Expressway; and Multi-Family Residential (MFR-14) for the mobile home community located north of Dawes and easterly of Perris Boulevard. Additionally, there is a designation to allow for public facilities: Public (P). There are two overlays including the Freeway Corridor, the Major Roadway Visual Zones and an Airport Overlay Zone which defines allowable land uses and intensity of development within the Flight Corridor as shown in Figure 2.0-1.

2.1.1 Industrial Uses

General Industrial (GI): This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the “General Industrial” General Plan Land Use designation.

Light Industrial (LI): This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the ‘Light Industrial’ General Plan Land Use designation.

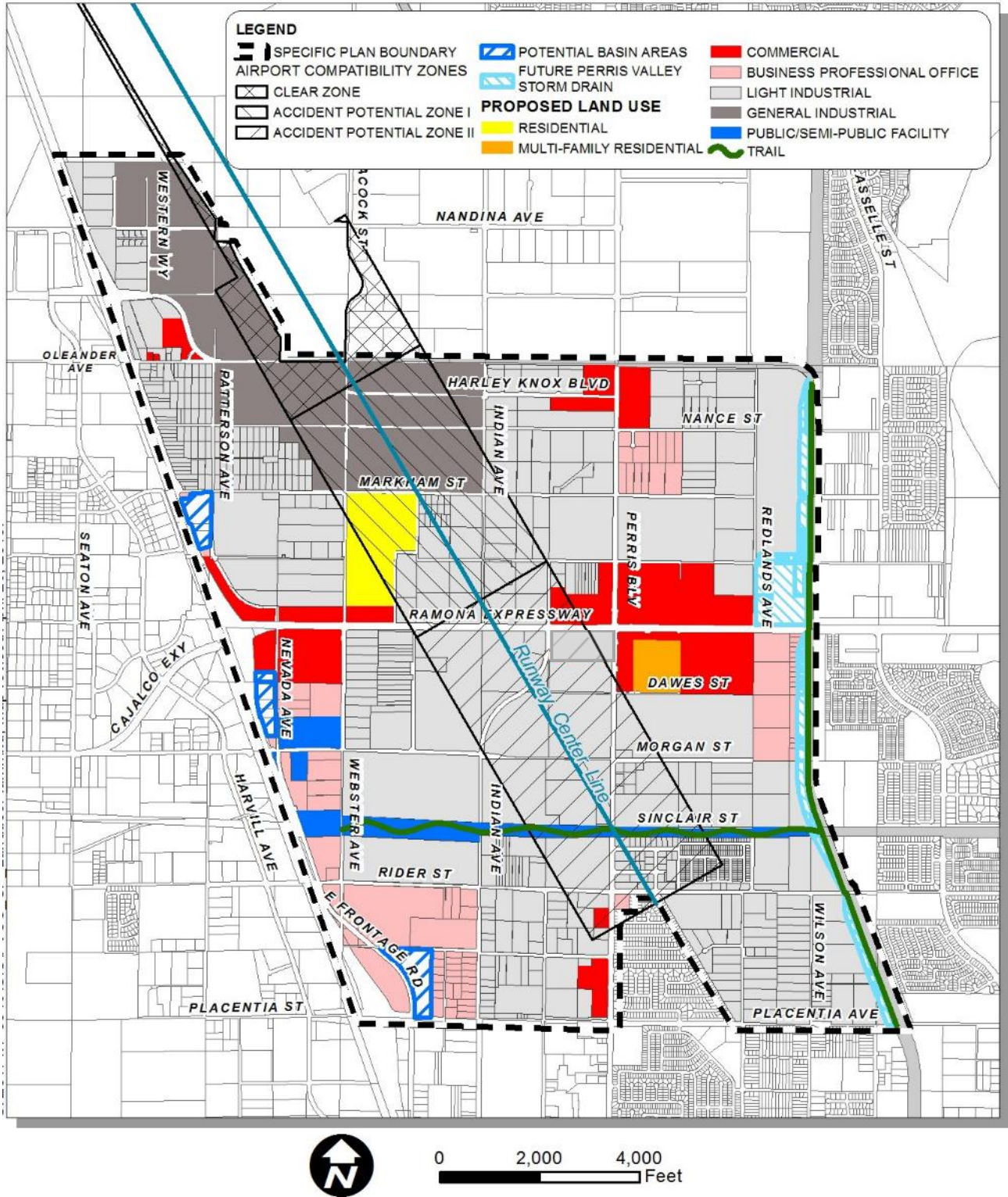
2.1.2 Business/Professional Office Uses

Business/Professional Office (BPO): This zone provides for uses associated with business, professional or administrative services located in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. This zone combines the General Plan Land Use designations of Business Park and Professional Office.

2.1.3 Commercial Uses

Commercial (C): This zoning designation provides for retail, professional office, and service oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

Figure 2.0-1, Specific Plan Land Use Designation





2.1.4 Residential Uses

Residential (R): This zone recognizes the existing detached residential community at the northeast corner of Ramona Expressway and Webster Avenue. This zone shall be applicable to and correlate with the General Plan Land Use designation of R-20,000 Single Family Residential. The continued use of this area as residential is allowed, but other business and commercial-related activities are encouraged. Further subdivision in this land use category is discouraged.

Multi-Family Residential (MFR-14): This zone recognizes the existing mobile home park within the specific plan area. The continued use of this area as a mobile home park is allowed. Further subdivision in this land use category is discouraged.

2.1.5 Public Uses

Public (P): This zone is to provide for a wide range of public and semi-public uses such as schools and administrative offices, government facilities, public utilities, recreational facilities, and religious institutions. This zone shall be applicable to and correlate with the General Plan Land Use designation of Public/Semi-Public Facilities/Utilities.

Potential Basin Areas: Master Drainage Plan facilities identified potential basins in accordance with the Perris Valley Storm Drain and Perris Valley Commerce Center Master Drainage Plan being adopted by Riverside County Flood Control and Water Conservation District and City of Perris respectively. Remnant parcels of land currently designated as potential basin parcels that are determined not to be required for use as part of the basins, shall revert back to the surrounding land use.

2.1.6 Airport Overlay Zone

The Airport Overlay Zone extends from the south end of the runway at March Field, through the central part of the Perris Valley Commerce Center Specific Plan, terminating in the area adjacent to the Rider Street/Perris Boulevard intersection. It is comprised of three distinct areas with specific land uses and land use densities within their respective category. These three areas correspond to the Airport Safety Zones, as established by the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. For a complete listing of those land uses prohibited or permitted with restrictions within those zones, see Tables 2.0-2 and 12.0-1. Amending this Specific Plan shall require additional review by the Airport Land Use Commission. Refer to Section 12.0 for further information on the Airport Overlay Zone.

Clear Zone (CZ): This zone prohibits new development of any kind, although it should be noted that there is some existing development in this area.

Accident Potential Zone I (APZ-I): This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Non-residential development will be limited to those uses that have not more than 25 persons per acre such as office parks, warehouses and distribution centers or similar uses. This zone prohibits



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

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

2.2 Summary of Perris Valley Commerce Center Land Use Comparison

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

Table 2.0-1, Land Use Comparison

General Plan Land Use	Existing Acres Prior to PVCC SP	Acres Adopted by 2012 PVCCSP	Proposed Acres (SPA1-SPA10)
Business Park/Professional Office (BPO) Professional Office (PO) Business Park (BP)	317	343	272
Commercial (C) Community Commercial (CC) Neighborhood Commercial (NC)	462	349	253
General Industrial (GI)	423	408	392
Light Industrial (LI)	1,620	1,866	2,049
Multi-Family Residential Residential (Multi-Family) (MFR-14)	22	22	22
Public (P) Public/Semi-Public/Utilities Park, Recreational and Natural Open Space (OS)	120	194	194
Residential (R) Residential (Single-Family) (R-6,000)	59	0	0
Residential (R) Residential (Single-Family) (R-20,000)	63	60	60
Specific Plan (SP)	190	0	0
Other (ROW, Basin, etc.)	307	341	341
Total Acres	3,583	3,583	3,583



2.3 Allowable Land Uses and Permit Requirements

The allowable land uses and permit requirements are summarized in the Table 2.0-2. Project-wide and individual land use development standards and guidelines can be found in Section 4.0. Exceptions to allowable land uses should be noted as they pertain to the Airport Overlay Zone discussed in Section 12.0. Refer to Table 12.0-1 in Section 12.0 for restrictions should site fall within Airport Overlay Zone.

Permitted Uses (P) are allowed, subject to compliance with all applicable provisions of the City of Perris Zoning Ordinance, and to obtaining any other permit required by the Municipal Code, including a business license. Proposed projects comprised of a permitted use are not granted immediate approval as they must undergo a review process and are subject to public hearing and final approval determined by the City.

Conditional Use Permit (CUP) is required, pursuant to Chapter 19.61 of the City of Perris Zoning Ordinance.

Accessory Uses (A) are allowed, subject to compatibility with permitted and conditionally permitted uses. Such uses are defined as being clearly subordinate to the principal use of the building or lot, and serve a purpose customarily associated with the principal use.

Prohibited Uses (PRO) are not allowed.

For a full description of the approval process, refer to Section 13.0 Implementation and Administrative Process.

Table 2.0-2, Land Uses
(Refer to Table 12.0-1 for use restrictions on property within the Airport Overlay Zone)

LAND USE	LI	GI	BPO(1)	C(1)	R(1)	MFR(1)	P	See Section
Agricultural uses								
Agricultural Animal Raising and Care	PRO	CUP	PRO	PRO	PRO	PRO	PRO	
Agricultural Uses	PRO	PRO	PRO	PRO	P	PRO	PRO	
Animal or Poultry Slaughter	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 8.08
Animal Services	CUP	P	CUP	CUP	PRO	PRO	PRO	
Animal Grazing	P	P	P	P	PRO	PRO	P	
Commercial Uses								
Adult Entertainment	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 5.50
Alcohol Sales for Off-site Consumption	PRO	PRO	PRO	CUP	PRO	PRO	PRO	Chapter 19.65
Alcohol Sales for On-site Consumption	CUP	CUP	CUP	CUP	PRO	PRO	PRO	Chapter 19.65
Drive-Thru Services	CUP	CUP	CUP	CUP	PRO	PRO	PRO	



Table 2.0-2 LAND USE (Continued)

LAND USE	LI	GI	BPO(1)	C(1)	R(1)	MFR(1)	P	See Section
Commercial Uses (continued)								
Food and Food Service (No Alcohol)	P	P	P	P	PRO	PRO	PRO	
Funeral Homes	P	P	P	P	PRO	PRO	PRO	
General Retail	A	A	P	P	PRO	PRO	PRO	
Hotels and Motels	CUP	PRO	P	P	PRO	PRO	PRO	
Landscape Nurseries	CUP	CUP	PRO	A	CUP	PRO	PRO	
Large Equipment Retail	CUP	CUP	CUP	P	PRO	PRO	PRO	
Live-Work Units (1)	PRO	PRO	CUP	CUP	CUP	PRO	PRO	
Mortuary	P	P	P	P	PRO	PRO	PRO	
Personal Services	CUP	PRO	P	P	PRO	PRO	PRO	
Pest Control	P	P	P	CUP	PRO	PRO	PRO	
Storage (Ancillary Uses)	A	A	A	A	PRO	PRO	PRO	
Swap Meets (Indoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Swap Meets (Outdoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Outdoor Storage and Other Facilities	PRO	P	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Routine Service and Maintenance	P	P	CUP	P	PRO	PRO	PRO	
Communication Towers (Additional FAA review may be required)								
Monopoles or similar wireless communications towers or facilities more than 65'	CUP	CUP	CUP	CUP	PRO	PRO	CUP	Chapter 19.85
Monopoles or similar wireless communications towers or facilities less than 65'	P	P	P	P	PRO	PRO	P	Chapter 19.85
Educational / Care Facilities								
Child Care Center / Nursery School, Private	PRO	PRO	CUP	CUP	PRO	PRO	PRO	Chapter 19.83
Day Care for Employee Children Only	A	A	A	A	PRO	PRO	PRO	Chapter 19.83
Hospitals and Urgent Care Centers	P	CUP	P	CUP	PRO	PRO	CUP	
Live-in Care Facilities (aged or infirm excluding Child Care Facilities)	PRO	PRO	CUP	CUP	PRO	CUP	CUP	
Medical Care Clinics and Offices, (excluding urgent care facilities and hospitals and clinics requiring a state permit)	P	CUP	P	P	PRO	PRO	PRO	



Table 2.0-2, Land Uses (Continued)

LAND USE	LI	GI	BPO ⁽¹⁾	C ⁽¹⁾	R ⁽¹⁾	MFR ⁽¹⁾	P	See Section
Industrial								
Schools, Technical and Trade	CUP	CUP	P	CUP	PRO	PRO	PRO	
Recreation								
Recreational Areas and Facilities (Outdoor)	A	A	A	CUP	P	PRO	P	
Recreational Areas and Facilities (Indoor)	A	A	CUP	CUP	P	PRO	P	
Manufacturing, Industrial: Indoor	P	P	CUP	PRO	PRO	PRO	PRO	
Manufacturing, Industrial: Outdoor	CUP	P	PRO	PRO	PRO	PRO	PRO	
Manufacturing: Pharmaceutical, Hazardous Materials, Chemicals	P ⁽²⁾	P ⁽²⁾	CUP	PRO	PRO	PRO	PRO	
Storage								
Mini-storage/Wholesale Facilities	P	P	PRO	PRO	PRO	PRO	PRO	Chapter 19.44.090.A
Warehouse/Distribution Centers	P	P	A	A	PRO	PRO	PRO	Chapter 19.44.090.A
Non-Profits								
Government Facilities	PRO	PRO	PRO	PRO	PRO	PRO	P	
Public and Semi-Public Institutions	CUP	CUP	P	P	PRO	PRO	P	
Public Infrastructure Facilities	PRO	PRO	PRO	PRO	PRO	PRO	P	
Public or Semi Public Education Facilities	PRO	PRO	CUP	CUP	PRO	PRO	P	
Religious Institutions	CUP	CUP	CUP	CUP	CUP	CUP	CUP	
Professional Office								
Business/Professional Office	CUP	CUP	P	P	PRO	PRO	PRO	
Residential Uses								
Caretaker Quarters	A	A	A	A	PRO	PRO	PRO	
Day Care, Large Family	PRO	PRO	PRO	PRO	P	P	PRO	Chapter 19.83
Day Care, Small Family	PRO	PRO	PRO	PRO	P	P	PRO	Chapter 19.83
Mobilehome parks	PRO	PRO	PRO	PRO	PRO	P	PRO	
Multi-Family Units (condos, town-homes, apartments)	PRO	PRO	PRO	PRO	PRO	P	PRO	
Single-Family Detached Dwelling Unit	PRO	PRO	PRO	PRO	P	PRO	PRO	



LAND USE TABLE NOTES

1. Live-Work Units, by their nature, can pertain to a wide variety of uses and businesses. The "work" part of live-work projects are regulated by use criteria established in the use zone. Should any proponent for a Live-Work Unit or home-based occupation wish to establish a business, then the type of use is subject to the discretion of the Development Services Division.
2. Projects located within one-quarter mile of a school shall be required to seek project-level CEQA review for any proposed industrial use to determine potential project-specific impacts associated with handling of hazardous materials.

2.4 Definitions

Adult Entertainment: Any establishment providing adult entertainment as defined by City of Perris Municipal Code, Title 5, Chapter 5.50 including, but not limited to, adult arcade, adult bookstore, adult novelty store, adult video store, adult motion picture theater, and exotic dance studio.

Agricultural Animal Raising and Care: Any kennels, fowl or poultry ranches, rabbit farms, fur-bearing animal ranches, hog ranches, livestock feed lots, and dairies kept for the purpose of breeding.

Agricultural Uses: Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, animal products or of berries, grain, hay, straw, turf, seed and animal grazing.

Alcohol Sales for Off-site Consumption: The act of selling any type of alcohol for off-site consumption such as, convenience stores, service stations and liquor stores with alcohol related sales. Refer to City of Perris Zoning Ordinance, Chapter 19.65.

Alcohol sales for On-site Consumption: The act of selling any type of alcohol for on-site consumption such as restaurants serving alcoholic beverages, bars and cocktail lounges. Refer to City of Perris Zoning Ordinance, Chapter 19.65.

Animal Grazing: Use of sheep grazing as a means of weed abatement.

Animal Slaughter: The killing of an animal or animals for food such as butchering.

Animal Services: Any premises to which small domesticated animals, as defined by Municipal Code Section 8.08.010, are brought or temporarily kept for the purpose of diagnosis or treatment of any illness or injury such as animal hospitals and veterinarian clinics. Also includes facilities to which animals are brought and temporarily kept and cared for which may have outdoor runs such as kennels and catteries.



Business/Professional Office: A place of business where professional or clerical duties are performed such as business support services, legal services, collection agencies, development services office and property management services.

Caretaker Quarters: A dwelling unit on the site of a commercial, industrial, public or semi-public use, occupied by a guard or caretaker.

Child Care Center/Nursery School Private: Facilities for the temporary care of children on a regular, recurring basis for pay or other valuable consideration as outlined in City of Perris Zoning Ordinance, Chapter 19.83, such as childcare facilities, private daycare and private nursery schools.

Day Care (For Employee Children Only): Facilities for the temporary care of children on a regular recurring basis for pay or other valuable consideration as an ancillary use to a professional business as outlined in City of Perris Zoning Ordinance, Chapter 19.83.

Day Care (Small Family): The temporary care of children in a residence of 6 or fewer children under the age of 10 who do not reside in the home. Refer to City of Perris Zoning Ordinance, Chapter 19.83.

Day Care (Large Family): The temporary care of children in a residence of 7 to 12 children under the age of 10 who do not reside in the home. Refer to City of Perris Zoning Ordinance, Chapter 19.83.

Distribution Centers: Extremely large buildings of 500,000 square feet or more, generally characterized by a basic, box-like form, with multiple truck docks and roll-up doors.

Drive-Thru Services: A type of service provided by a business that allows customers to purchase products without leaving their cars such as banks, pharmacies, and restaurants.

Food and Food Service (no alcohol): Establishments that serve and prepare food as the primary function without the sale of alcoholic beverages including coffee shops, delicatessens, bakeries, candy, ice cream and yogurt shops.

Funeral Homes: A funeral home or parlor is a business that provides burial and funeral services and merchandise such as caskets for the deceased and their families.

General Retail: The sale of goods or merchandise from a fixed location, such as a department store, boutique or kiosk such as pet and pet supply, book stores, craft stores, department stores, discount stores, drug store/pharmacies, florists, grocery stores, jewelry stores, furniture sales, garden and farm supplies, office equipment sales, apparel stores, appliance stores, gift and card stores.



Government Facilities: Establishments owned by the system from which they are regulated over such as Municipal, County, State or Federal governmental administrative offices and facilities, libraries, courthouses, fire stations, and fleet or maintenance yards.

Hospitals and Urgent Care Centers: Any building or portion thereof, used for the treatment or accommodation of injured or ill persons, includes convalescent and rest homes. It shall not include asylums, detention or similar buildings where human beings are housed or detained under legal restraint.

Hotels and Motels: Buildings designed for or occupied by the temporary lodging of individuals in which there are 6 or more guest rooms for which there is no provision for cooking in any individual room or suite. Said use may also contain such ancillary facilities as conference facilities, personal services or food preparation and dispensing.

Landscape Nurseries: Reproduction and growing of plants to usable size for retail or wholesale.

Large Equipment Retail: The sale of goods or merchandise from a fixed location such as carpet and furniture sales, printing and copying shops, home improvement centers, building material, hardware and paint stores, retail outlets, upholstering shops, sporting goods, automotive sales and automobile dealerships.

Live-in Care Facilities: Any home or establishment offering long-term services to the elderly, infirmed or disabled who are domiciled therein, who have mobility but may require assistance with some activities of daily living, medication assistance, personal care, nursing supervision or ambulation assistance.

Live-Work Units: New construction or renovation with the specific purpose of containing a residential unit and an occupational area within the same structure in which the owner or primary employee of the business resides at the same place as that business. The living and work areas must be housed in separate locations within that structure and/or separate levels.

Manufacturing/Industrial (Indoor): The fabrication or storage of goods and services for sale such as cabinet and woodworking shops, distributors and showrooms, food products, manufacturing, light manufacturing, industrial uses, research and development, research centers and wholesale (with on-site merchandise).

Manufacturing/Industrial (Outdoor): The fabrication or storage of goods and services for sale such as equipment rental, storage, heavy manufacturing, outdoor dismantling and salvage yards, outdoor storage and activities, recycling facilities, transportation, trucking yards, stations, and terminals, vehicle storage and towing yards.



Manufacturing: Pharmaceutical, Hazardous Materials, Chemicals: The fabrication or storage of goods and services for sale such as pharmaceuticals, hazardous materials, explosive devices or chemicals.

Medical Care Clinics and Offices: A facility, office or clinic used for the provision of health, prevention of illness and treatment of illness or injury under the care of a physician such as chiropractic, dental, vision, acupuncture and orthodontic offices, excluding urgent care facilities, hospitals and clinics requiring a state permit.

Mini-Storage Facilities: Facility used for the small-scale keeping of materials or products (refer to City of Perris Zoning Ordinance, Chapter 19.08, 19.44.090.A).

Mobilehome Parks: An area under one ownership designed to accommodate the use of factory-constructed residential units containing their own independent sanitary facilities intended for year round occupancy, composed of one or more major components which are mobile in that they can be supported by wheels attached to their own integral frame or structure and towed by an attachment to that frame or structure over the public highway, as well as recreational vehicles such as travel trailers, tent trailers, camping trailers and motorhomes.

Monopole/Wireless Communication Facilities: Radio antenna or structure situated on legal lot that is the local point of interface between a wireless phone device and a wireless network consisting of a support structure such as a tower, pole or stealth structure (monopine, monopalm, water tower, etc.) and accessory equipment such as antenna array, microwave dishes, GPS antenna, equipment shelter and cabinet that incorporates stealth design. (Refer to City of Perris Zoning Ordinance, Chapter 19.85)

Mortuary: A mortuary is a building or room used for the storage of human cadavers awaiting identification or removal for autopsy, burial or cremation.

Personal Services: A business whose principal activity may include weight loss centers, nail salons, barber shops, health clubs, spas, studios for art, exercise, dance and similar services.

Pest Control: Business or facilities that provide services to control the spread of pests such as termites, rodents and insects.

Public/Semi-Public Institutions: An institution that is the responsibility of a governmental unit or over which a governmental unit exercises administrative control such as city hall, government offices, community centers or a facility having some features of a public institution such a fraternal lodge or utility.



Public or Semi-Public Educational Facilities: An educational organization that public officials (elected, appointed, or both) operate and that public funds support such as schools and administrative offices.

Public Infrastructure Facilities: The basic facilities, services, and installations needed for the functioning of a community such as transportation and communications systems, public utilities, detention basin and drainage facilities.

Recreation Areas and Facilities (Indoor): Amusement or entertainment provided in an enclosed space designed to provide pleasure or relaxation such as billiard halls, amusement centers, social/fraternal organizations, indoor commercial recreation, restaurants with entertainment (exclusive of adult entertainment), bowling alleys, movie theaters, climbing walls, batting cages, go-cart racing, billiards, arcades and laser tag.

Recreational Areas and Facilities (Outdoor): Amusement or entertainment provided in any open space area designed to provide pleasure or relaxation such as outdoor commercial recreation, paintball facilities, public parks, trails and community centers.

Religious Institutions: An establishment, organization or association instituted to advance or promote religious purposes or beliefs such as churches, Sunday school, mosques, temples, synagogues including recreational facilities and residential quarters for incidental use. Does not include private schools or daycare.

Residential (Multi-Family Units): A structure composed of attached dwelling units which share any common building components, including, but not limited to, foundations, roofing and structural systems in accordance with City of Perris Zoning Ordinance, Chapter 19.26, such as condo, townhomes and apartments. This designation is used to recognize the existing mobile home park within the PVCC boundary.

Residential (Single-Family Detached Dwelling Unit): A free-standing unattached building for dwelling or residential use by one family unit which does not share any common building components such as foundations, roofing and structural systems, with any other structure or dwelling in accordance with City of Perris Zoning Ordinance, Chapter 19.25.

Schools, Technical and Trade: An educational institution designed to allow and encourage students to learn under the supervision of teaching instructors including vocational facilities that train students in a variety of skills needed to perform a certain job or career such as private, technical or trade schools.

Swap Meets (Indoor): An indoor gathering for the barter or sale of goods and services.

Swap Meets (Outdoor): An outdoor gathering for the barter or sale of goods and services.



Storage Uses (Ancillary): Facilities directly associated with and incidental to the primary use occupying less than 10% of the site or floor area used for the keeping of materials or products in an open, uncovered yard or in an unwallled building

Vehicle - Related Outdoor Storage and Other Facilities: Facility used to store vehicles such as towing yards, vehicle auctions and establishments where major body repair and painting occurs, excluding outdoor dismantling and salvage yards.

Vehicle - Related Routine Service and Maintenance: Facilities that provide routine vehicle-related services and maintenance for minor vehicle repairs such as incidental body or fender work, painting, upholstery, oil changes, engine tune-up, adjusting lights or brakes, or supplying and installing replacement parts of or for passenger vehicles and trucks. Also includes any building or lot having pumps and storage tanks where fuels, oils, or accessories for motor vehicles are dispensed, sold, or offered for sale at retail only as well as car washing facilities.

Warehouse: A place where goods, merchandise or equipment is stored for eventual distribution, such as a storehouse, distributor, showroom, laboratory, wholesale shop (with on-site merchandise) or for industrial uses. Refer to City of Perris Zoning Ordinance, Chapter, 19.44.090.A.

Wholesale Facilities: An establishment where the sale of goods in large quantities, as for resale by a retailer, takes place. Refer to City of Perris Zoning Ordinance, Chapter 19.08, 19.44.090.A.

PERRIS VALLEY COMMERCE CENTER LAND USE PLAN



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3.0 INFRASTRUCTURE PLAN

The area covered by the Perris Valley Commerce Center Specific Plan, is evolving into an urban commerce center that will support several types of industry. Presently, the area lacks sufficient infrastructure to effectively support this type of area-wide project development. Existing infrastructure has generally been limited to that which is needed for project-specific development. Services for water, sewer, storm drain, trash collection and disposal, natural gas, electric, telephone, cable TV/internet, and roadways are currently coordinated between the developer and the appropriate private and/or public service providers on a project specific basis.

The Infrastructure Plan shall serve as a guide for the development of more detailed plans for domestic water distribution, wastewater collection, storm water collection and circulation that is deemed necessary as development occurs within this Specific Plan area. Despite the order of development within the Specific Plan Area, infrastructure improvements will be required to address the service needs of the Specific Plan area. The conceptual Infrastructure Plans provide a schematic approach to identify the route and location of public facilities within the Specific Plan area. Future development proposals will determine the exact size and location of facilities; however, the design of the infrastructure improvements shall closely adhere to the facilities depicted in the Infrastructure Plan.

3.1 Circulation

The Circulation Plan provides Standards and Guidelines intended to ensure the safe and efficient movement of people and goods within the Perris Valley Commerce Center Specific Plan area, as well as meeting the future transportation needs City-wide.

The Circulation Plan addresses several aspects of circulation throughout the Perris Valley Commerce Center Specific Plan including vehicle, truck and transit circulation, and non-vehicular circulation (pedestrian and bike).

3.2 Vehicular Circulation

3.2.1 Passenger Vehicle Circulation

Regional east-west access to the Perris Valley Commerce Center Specific Plan area is provided by through points of entry along Interstate-215 from the Ramona Expressway/Cajalco Road, Harley Knox Boulevard, Rider Street and future Placentia Avenue along the southern boundary. The Ramona Expressway and Harley Knox Boulevard also provide direct and indirect regional access to Interstate-15, State Route-60, and Interstate-10. Points of entry from the San Jacinto region to the east include Ramona Expressway/Cajalco Road, future Rider Street and future Placentia. Regional north-south access to the Perris Valley Commerce Center Specific Plan area is provided via Interstate-215, Perris Boulevard and Indian Avenue. The vehicular circulation plan for the Perris Valley Commerce Center Specific Plan is illustrated in Figure 3.0-1 and is consistent with the City of Perris Circulation roadway designations unless otherwise noted.

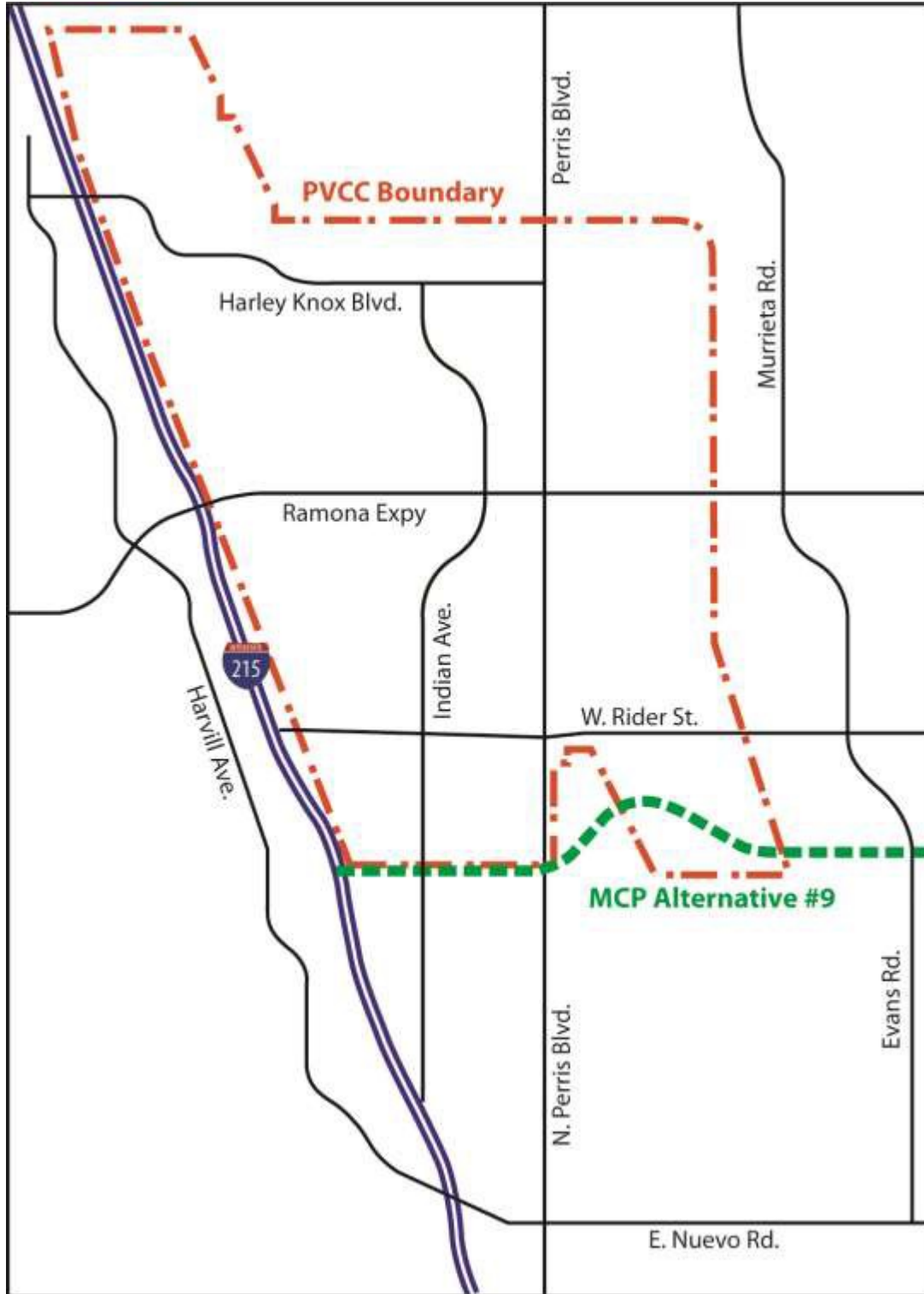
Figure 3.0-1, Circulation Plan



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Figure 3.0-2, Mid County Parkway





Freeway

Interstate-215 (North-South): Interstate-215 runs along the Western boundary of the Perris Valley Commerce Center. Existing Freeway on and off-ramps are located at Harley Knox Boulevard and Ramona Expressway. Placentia Avenue is a planned future interchange.

CETAP Corridors

Mid-County Parkway: The Mid-County Parkway is identified as a Community and Environmental Transportation Acceptability Process (CETAP) corridor by Riverside County Transportation Commission (RCTC). CETAP was established to evaluate the needs and opportunities for the development of new or expanded transportation corridors in Western Riverside County to accommodate increased growth and to preserve quality of life. The Mid-County Parkway is a future east-west limited access route that will connect the San Jacinto area with the Corona area. The studies for Mid-County Parkway are being conducted by the Riverside County Transportation Commission (RCTC). The proposed alignment for the Mid-County Parkway goes through the Perris Valley Commerce Center Specific Plan area. The City of Perris has adopted the alignment shown as Alternative 9 as reflected in Figure 3.0-2.

Expressways

An expressway is a limited access divided highway built to accommodate high-speed travel by automobiles within a 184-foot right-of-way. At least two traffic lanes in each direction are physically separated within a 134-foot curb-to-curb width.

Ramona Expressway: An east-west roadway located in the middle portion of the Perris Valley Commerce Center Specific Plan. The Ramona Expressway provides direct access to Interstate-215. The cross-section for the Ramona Expressway was modified for the City's General Plan to provide non-curb adjacent sidewalks and provide for the future regional trail as depicted in Figure 5.0-1.

Arterials

An arterial serves major traffic movements or major traffic corridors within 128-foot right-of-way. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. Arterial streets generally have a curb-to-curb width of 94-feet.

Harley Knox Boulevard: An east-west roadway located on the north side of the Perris Valley Commerce Center Specific Plan. Harley Knox Boulevard provides direct access to Interstate-215.

Placentia Avenue: An east-west roadway located on the south boundary of the Perris Valley Commerce Center Specific Plan. Placentia Avenue does not provide direct access to the Interstate-215 Freeway, although at this time, a future freeway interchange is planned at Placentia Avenue.



Perris Boulevard: A north-south roadway centrally located in the Perris Valley Commerce Center Specific Plan. Perris Boulevard provides direct access to Moreno Valley and the 60 Freeway to the north.

Secondary Arterials

A secondary arterial is intended to carry local traffic between the local street system and the primary arterial system. Arterial streets generally vary from a curb-to-curb width of 64-feet to 70-feet and may have one or two lanes in each direction.

Markham Street, Morgan Street, and Rider Street: Traverse the Specific Plan east-west from Interstate-215 to Redlands Avenue.

Western Way, Webster Avenue, Indian Avenue, and Redlands Avenue: Traverse the Specific Plan in a north-south direction. Western Way commences at Harley Knox Boulevard and extends north to the March Air Reserve Base. Webster Avenue commences at Harley Knox Boulevard and continues south to Rider Street. Indian Avenue and Redlands Avenue run the entire length of the boundary.

Collectors

A collector road is a low or moderate-capacity road that tends to lead traffic from local roads or sections of neighborhoods to activity areas within communities, arterial roads or occasionally, directly to expressways or freeways within a 66-foot to 78-foot right of way. Collector streets typically range from 44-feet to 56-feet wide curb-to-curb with 6-feet of sidewalk on both sides depending on the particular design and traffic volumes to be served.

There are several east-west and north-south collector roadways located within the Perris Valley Commerce Center Specific Plan area. These include Dawes Street, Patterson Avenue, Nevada Avenue, East Frontage Road, Wilson Avenue and a small segment of Markham Street. A small portion of these roadways are east-west streets; Markham Street and Dawes Street. Patterson Avenue, Nevada Avenue and East Frontage Road are basic continuous north-south roadways. Wilson Avenue also extends between Rider Street and Placentia Avenue in a north-south direction.

Locals

A local street is a road that is primarily used to gain access to the property bordering it. There are numerous east-west and north-south local roadways located within the Perris Valley Commerce Center Specific Plan area. Local streets in industrial areas generally have a 60-foot right-of-way and a curb-to-curb width of 40-feet with 6-foot sidewalks on both sides of local streets.



3.2.2 Truck Circulation

The Perris Valley Commerce Center Specific Plan area is primarily intended to accommodate commercial and industrial uses and as such, requires a greater need for established truck routes to serve existing and future businesses. The City has adopted specific truck routes throughout the Perris Valley Commerce Center area in an effort to separate passenger and truck traffic and move truck traffic efficiently through the project area while avoiding residential communities as much as possible. Existing truck routes are identified on Figure 3.0-3 as shown below but should be verified with the City's General Plan for the most up to date information as some streets may be removed once others have been improved such as Ramona Expressway and Perris Blvd:

- **Harley Knox Boulevard** from Redlands Avenue to Interstate-215
- **Placentia Avenue** from Perris Boulevard to Interstate-215
- **Perris Boulevard** within the entire Specific Plan boundary
- **Morgan Street** from Frontage Road to Redlands Avenue
- **Rider Street** from Frontage Road to Perris Boulevard
- **Western Way** from Harley Knox to northerly City limit Specific Plan Boundary
- **Indian Avenue** from Placentia Avenue to Harley Knox Boulevard
- **Redlands Avenue** from Rider Street to Harley Knox Boulevard

Figure 3.0-3, Truck Route Plan





3.2.3 Mass Transit Circulation

The City of Perris encourages the use of mass transit whenever possible. Bus transit is available and the City is currently planning for the extension of Metrolink facilities into the area.

Bus

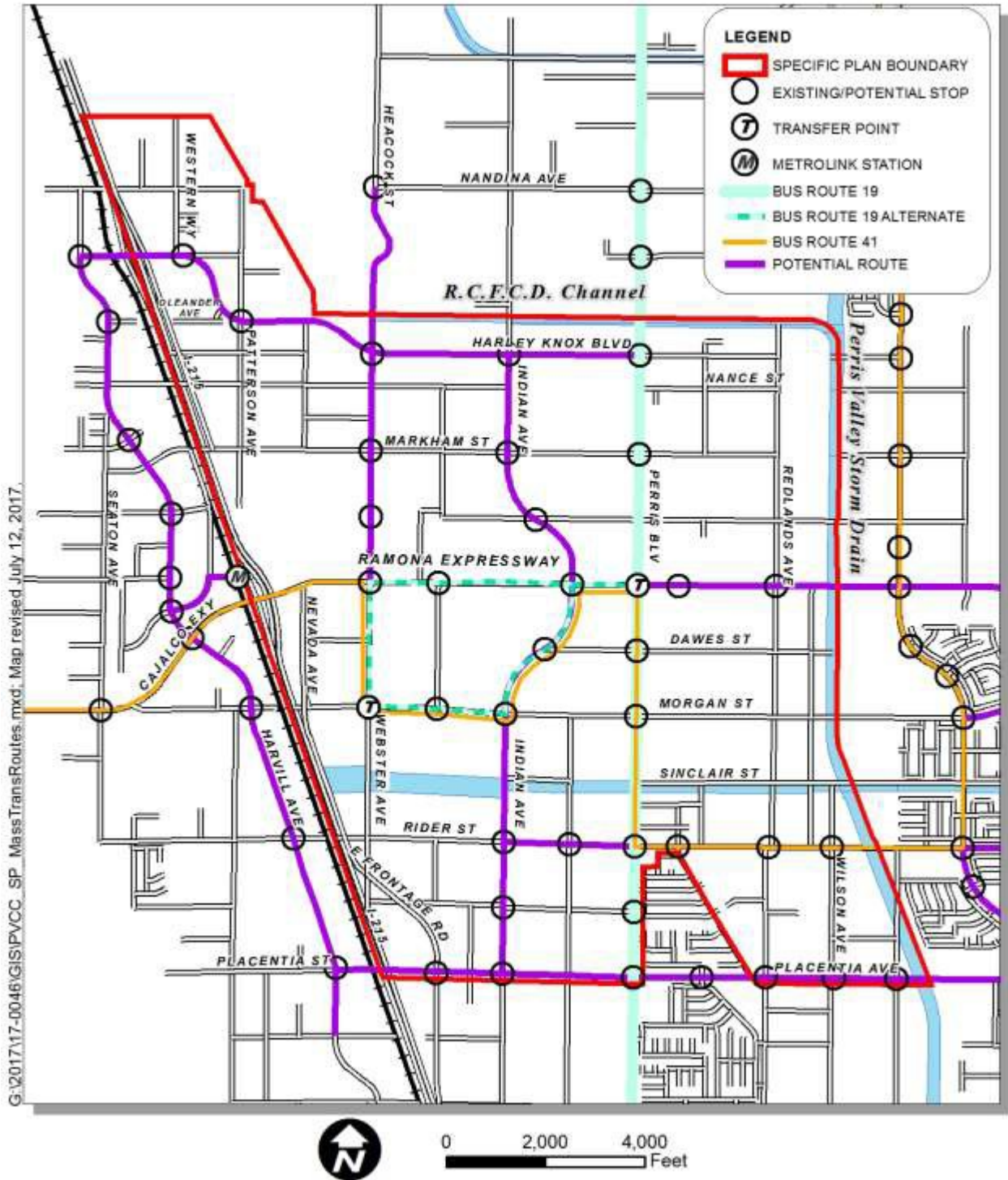
Regional bus service in Western Riverside County is provided by the Riverside Transit Agency (RTA). Currently, RTA operates two bus routes that travel through the Perris Valley Commerce Center Specific Plan area, routes 19 and 41. Refer to Figure 3.0-4.

Route 19 travels through the project area along Perris Boulevard on its way from the Moreno Valley Mall to the City of Perris Civic Center. Route 19 includes alternate routing that takes it west on the Ramona Expressway and makes a loop following Indian Avenue, Morgan Street, Webster Avenue, and back to the Ramona Expressway. This loop provides service to several large employers and a high school site.

Route 41 winds through the project area along portions of Ramona Expressway, Webster Avenue, Morgan Street, Indian Avenue, Perris Boulevard, and Rider Street as it goes from the Mead Valley Community Center through the City of Perris on its way to the Riverside County Regional Medical Center in Moreno Valley.

In addition to these scheduled RTA routes, there are several roadways with potential to be utilized for future routes or the expansion of existing routes. Consideration of future or modified routes will be at the discretion of RTA. Criteria for consideration involve a range of factors such as development intensity, employee density, potential for ridership, and fiscal impacts. In anticipation of future service throughout the Perris Valley Commerce Center Specific Plan area, RTA has requested development consideration for standards including but not limited to bus turnouts criteria and transit amenities such as seating and shelters, as defined in RTA's, *Design Guidelines For Bus Transit*. A copy of these design guidelines can be obtained via RTA's website at www.riversidetransit.com or by contacting Riverside Transit Agency Planning Department at (951)565-5000.

Figure 3.0-4, Mass Transit Routes



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Metrolink

The Perris Valley Rail Line (PVL) extended the existing Metrolink 91 Line service from the Downtown Riverside station, 24 miles along the existing San Jacinto Branch Line terminating in Perris. Service began in June 2016 on the 91/Perris Valley Line, the first new Metrolink extension to open since the Antelope Valley line in 1994. The 24-mile extension of Metrolink was designed to reduce traffic congestion on Interstate 215 and improve transit options for southwestern Riverside County residents, who have some of the longest commutes in southern California.

Construction began in October 2013. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley, and Perris. Work included:

- Construction of new railroad tracks adjacent to the existing tracks for a nine-mile segment between Eucalyptus/Eastridge Avenue in Moreno Valley and Nuevo Road in Perris
- Construction of a new "Citrus Connection" to the Burlington Northern Santa Fe Railway tracks north of Riverside
- Rehabilitation of railroad tracks

Four new stations were built to serve the 91/PVL. The new stations include Riverside Hunter Park/UCR, Moreno Valley/March Field, Perris-Downtown, and Perris-South.

Ramona Expressway Station

The Ramona Expressway Station will be located in very close proximity to the Perris Valley Commerce Center Specific Plan area, west of I-215 and north of Cajalco Expressway (as shown in Figure 3.0-4). It will serve commuters from the Hemet and San Jacinto areas from the east and the Mead Valley community from the west and Perris, allowing travel to the Los Angeles area as an alternative to the highway system. This line will also provide alternative means of travel for the Perris Valley Commerce Center employees living in the local region. A regional trail is also planned along Ramona Expressway that will connect to the Ramona Expressway Station. This trail runs right through the heart of the Perris Valley Commerce Center and links the north-south trail along the Perris Valley Storm Drain Channel at the eastern edge of the Perris Valley Commerce Center.

3.3 Non Vehicular Circulation

The City of Perris has designated a community trail system of existing and proposed pedestrian trails and bike paths as shown on Figure 3.0-5. The Perris Valley Commerce Center Specific Plan is generally consistent with the City's Park and Trails with the exception of expansions to some of the bike trails.

Figure 3.0-5, Trails System



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3.3.1 Pedestrian Circulation

The City of Perris has established a pedestrian trails system that considers circulation patterns based on current and planned City streets and rights-of-way. The system also aims to create city-wide linkages that can connect to County trail systems and the Metrolink Station.

Pedestrian paths located within road rights-of-way or linear easements and streetscapes. They are comprised of hard surface roadways, decomposed granite trails, sidewalks, and meandering walkways which traverse the community. The trails system includes:

Ramona Expressway Regional Trail – This trail is on the north side of Ramona Expressway running east and west. The trail will connect the County Regional Trail on the east to Metrolink on the west side of Interstate-215 and extend to the Lake Perris Fairgrounds. The Expressway street cross-section has made allowance for the future trail.

Perris Valley Channel Trail – This trail runs north and south and parallels the Riverside County Flood Control District's Perris Valley Storm Channel. The channel and trail are all part of the San Jacinto River Master Plan which provides for a 20' wide joint use regional trail/access road on the west side of the channel. This trail and channel make up the eastern most limits of the Perris Valley Commerce Center Specific Plan area and provides a north/south pedestrian linkage through the City. For further details on this trail, refer to the San Jacinto River Master Plan.

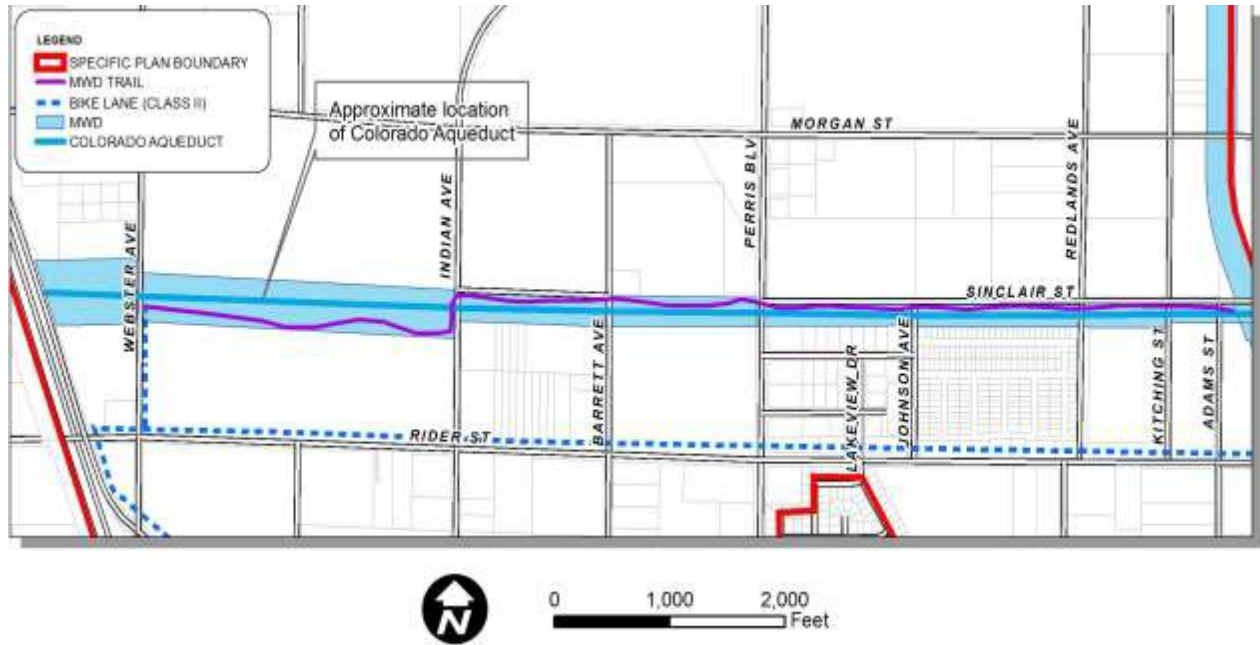
Metropolitan Water District (MWD) Trail – The California Aqueduct crosses east-west through the entire Perris Valley Commerce Center Specific Plan area. This strip of land owned by Metropolitan Water District lies midblock behind those properties fronting onto the south side of Morgan Street and the north side of Rider Street. The MWD trail is proposed to run from Webster Avenue in the west to the eastern limits of the project area where it will connect to the Perris Valley Storm Channel (PVSC) trail. The proposed trail consists of a 12-foot wide path comprised of decomposed granite meandering within a 25-foot wide improvement area planted with large and small shrubs and ground cover (Figure 3.0-6). The MWD property varies in width from 165 feet to 390 feet and the placement of the trail within the easement will vary between the northern and southern edge of the property.

The planting of trees and permanent trail amenities within the MWD trail area is prohibited due to the underground pipelines. Therefore, the trail plant palette is limited to shrubs and ground cover. To offset the loss of trees within the trail area, those properties adjacent to the north and south boundaries of the MWD property are encouraged to provide a minimum 10-foot wide landscaping buffer planted with large trees to compliment the trail and provide shade.

The MWD property also parallels the south side of Sinclair Street from Perris Boulevard to Redlands Avenue as well as existing dedicated right-of-way for the extension of Sinclair Street, east to the Perris Valley Channel. The trail design includes the continuation of the MWD Trail along the south side of the Sinclair Street right-of-way. This segment's location permits it to be integrated into the streetscape and fully landscaped. Refer to Section 4.0 On-Site Standards and Guidelines, Section 5.0 Off-site Standards and Guidelines and Section 6.2.3 MWD Trail Landscape Standards and Guidelines. There are no future plans to extend Sinclair Street all the way to the channel

however; there is an opportunity to provide a greenbelt within the existing Sinclair Street dedication right-of-way.

Figure 3.0-6, MWD Trail



3.3.2 Bicycle Path Circulation

Class II Bikeways (Bike Lanes) are defined as a striped lane for one-way bike travel on a street or highway. Within the Perris Valley Commerce Center Specific Plan area, these Bike Lanes are proposed along Rider Street, Webster Avenue and East Frontage Road. Refer to Figure 5.0-8 for typical Class II Bikeway section.

Rider Street Bike Trail – The Rider Street Bike Trail runs east to west from Ramona Expressway to East Frontage Road as a Class II bike trail.

Webster Avenue Bike Trail – The Webster Avenue Bike Trail runs north to south from the MWD trail to Frontage Road as a Class II bike trail. The trail will connect from the MWD Trail to the Rider Street Trail.

East Frontage Road Bike Trail – The East Frontage Road Bike Trail runs north to south from East Frontage Road to Nuevo Road as a Class II bike trail. This trail will connect to the future Metrolink Station in downtown Perris.



3.4 Existing Infrastructure and Services

Water

Eastern Municipal Water District (EMWD) provides water service to the area. Their sources of water are derived from Metropolitan Water District (MWD) and local groundwater wells. Currently, EMWD provides service to the North Perris area through its system of existing pipelines within the 1627 and 1705 pressure zones. EMWD has continued to assess demand and work with new projects to bring the necessary water infrastructure to the area. As seen in Figure 3.0-7 the area is well served with looped water main. As growth occurs additional lines and system upgrades will be provided.

The California Aqueduct/Metropolitan Water District (MWD) owns and operates a transmission line of at least 15-inches in diameter, running east-west through the project area. It runs east west and is located between Morgan Street and Rider Street.

The area is served by existing pipelines that range in size from 8-inch diameter pipes to 48-inch diameter pipes. The following Table 3.0-1, is a list of waterlines as of October 2008.

Sewer

EMWD provides sewer service within the Perris Valley Commerce Center area, as shown on Figure 3.0-8. EMWD currently has sewer system facilities within the North Perris area, the City of Moreno Valley, and into the unincorporated areas of Riverside County west of Interstate-215. The primary trunk line is located in Redlands Avenue, with the secondary trunk lines located in Harley Knox Boulevard, Morgan Street, and Ramona Expressway. All of these lines transfer wastewater southerly to the Perris Valley Regional Water Reclamation Facility (PVRWRF), located south of Case Road and west of Interstate-215. Additionally, some of the older developed areas utilize individual on-site wastewater disposal systems in the form of either a septic tank with leaching field, or a seepage pit system.

Recycled Water

The project area is located within EMWD Recycled Water Service area served by the Moreno Valley Regional Water Reclamation Facility as shown by Figure 3.0-9. Currently, there are two main challenges to providing recycled water to the area. First, existing recycled water generated by the Moreno Valley Regional Water Reclamation Facility is utilized for agricultural purposes. Therefore, it is currently necessary for development in the area to connect to the potable water system to supply irrigation needs until enough recycled water capacity is available. Second, the lack of transmission lines prohibits the ability to adequately phase out the usage of potable water for irrigation purposes throughout the specific plan area. As shown on Figure 3.0-9. EMWD currently has limited recycled water system facilities within the North Perris area, but has been extending lines when possible, including via Capital Improvement Project (CIP on the exhibit). It is assumed that as development occurs within the Specific Plan, additional looping and connection potential will be achieved.



PERRIS VALLEY COMMERCE CENTER INFRASTRUCTURE

which is part of the larger Santa Ana River watershed. The Perris Valley Commerce Center Specific Plan area is relatively flat and generally slopes in a southeasterly direction towards the

Storm Drain

Perris Valley Storm Channel (PVSC). The PVSC conveys flow in a southerly direction to the San Jacinto River. The San Jacinto River is the main drainage feature in the San Jacinto watershed. It drains southwesterly from its headwaters in the San Jacinto Mountains towards Canyon Lake and ultimately to Lake Elsinore.

The easterly boundary of the project area is located within a Federal Emergency Management Agency (FEMA) designated flood plain. Due to the area's relatively flat terrain and the lack of regional drainage infrastructure, flooding occurs in both major and minor storm events. During larger storm events, run-off creates a floodplain through the project area as depicted on Figure 3.0-10 and flows through the project area toward the PVSC via open drainage channels and storm drains in or along public rights-of-way. The PVSC is a manmade tributary to the San Jacinto River and it is the eastern limit of the Perris Valley Commerce Center Specific Plan area, running north and south. The flows from the PVSC, discharge into Reach 3 of the San Jacinto River near Interstate-215. The San Jacinto River then crosses Interstate-215 and flows south to Canyon Lake which in turn discharges into Lake Elsinore. Lake Elsinore discharges into Temescal Wash, which is a tributary to the Santa Ana River.

The Specific Plan area is located within the Riverside County Flood Control and Water Conservation District's (RCFCDWCD) Perris Valley Master Drainage Plan (PVMDP) as shown on Figure 3.0-11. The existing PVMDP proposed a series of concrete lined trapezoidal channels to convey run-off from the area. Based on existing development conditions, an alternative drainage solution has been implemented to meet the development goals of the specific plan. This alternative is discussed in Section 3.5. Several issues make the immediate implementation of the PVMDP problematic. The PVMDP is dependent upon the ultimate build-out of the Perris Valley Storm Channel located along the easterly boundary of the Perris Valley Commerce Center. Currently, two large diameter MWD Colorado River Aqueduct lines cross the PVSC. These lines prohibit the construction of the PVSC to its ultimate depth. Relocation of these MWD facilities is estimated to cost between \$25-35 million. The MDP also calls for open channels which are no longer the best option as it has become more economically feasible to place the backbone drainage facilities underground in the existing roadways. Recent development within the Specific Plan has primarily implemented this change to underground storm drain facilities with the support of RCFCDWCD.



Table 3.0-1, Existing EMWD Watermains (12” and Larger)

Waterline Location/Size	From (North or West)	To (South or East)
48-inch-diameter		
Harley Knox Blvd	Perris Blvd	Indian Ave
42-inch-diameter		
MWD easement	Perris Blvd	400 ft. w/o Flood Control Channel
36-inch and 39-inch-diameter		
Perris Blvd	Morgan St	MWD easement
Perris Blvd	Harley Knox Blvd	Perry St
MWD easement	400 ft. w/o Flood Control Channel	Flood Control Channel
Easement 400 ft. w/o Flood Control Channel	MWD easement	Rider St
24-inch and 27-inch-diameter		
Harley Knox Blvd	Webster Ave	Perris Blvd
Morgan St	I-215	Indian Ave
Rider St	Indian Ave	Flood Control Channel
Webster Ave	Morgan St	MWD easement
Indian Ave	Rider St	Placentia St
20-inch-diameter		
Perry St	Indian Ave	Perris Blvd
18-inch-diameter		
Perris Blvd	MWD easement	Placentia St
Indian Ave	Markham St	Perry St
14-inch-diameter		
Rider St	I-215	Flood Control Channel
Markham St	I-215	Webster Ave
12-inch-diameter		
Patterson Avenue	Nandina Ave	Markham St
Webster Ave	Harley Knox	Morgan St
Indian Ave	Moreno Valley	Markham St
Indian Ave	600' S of Ramona	Placentia
Barrett Ave	Morgan St	MWD easement
Redlands Ave	Moreno Valley	Markham St
Redlands Ave	Rider St	Placentia St
Redlands Ave	Dawes St	WMD easement
Dawes St	East of Perris Blvd (loop)	



Figure 3.0-7, Existing EMWD Water

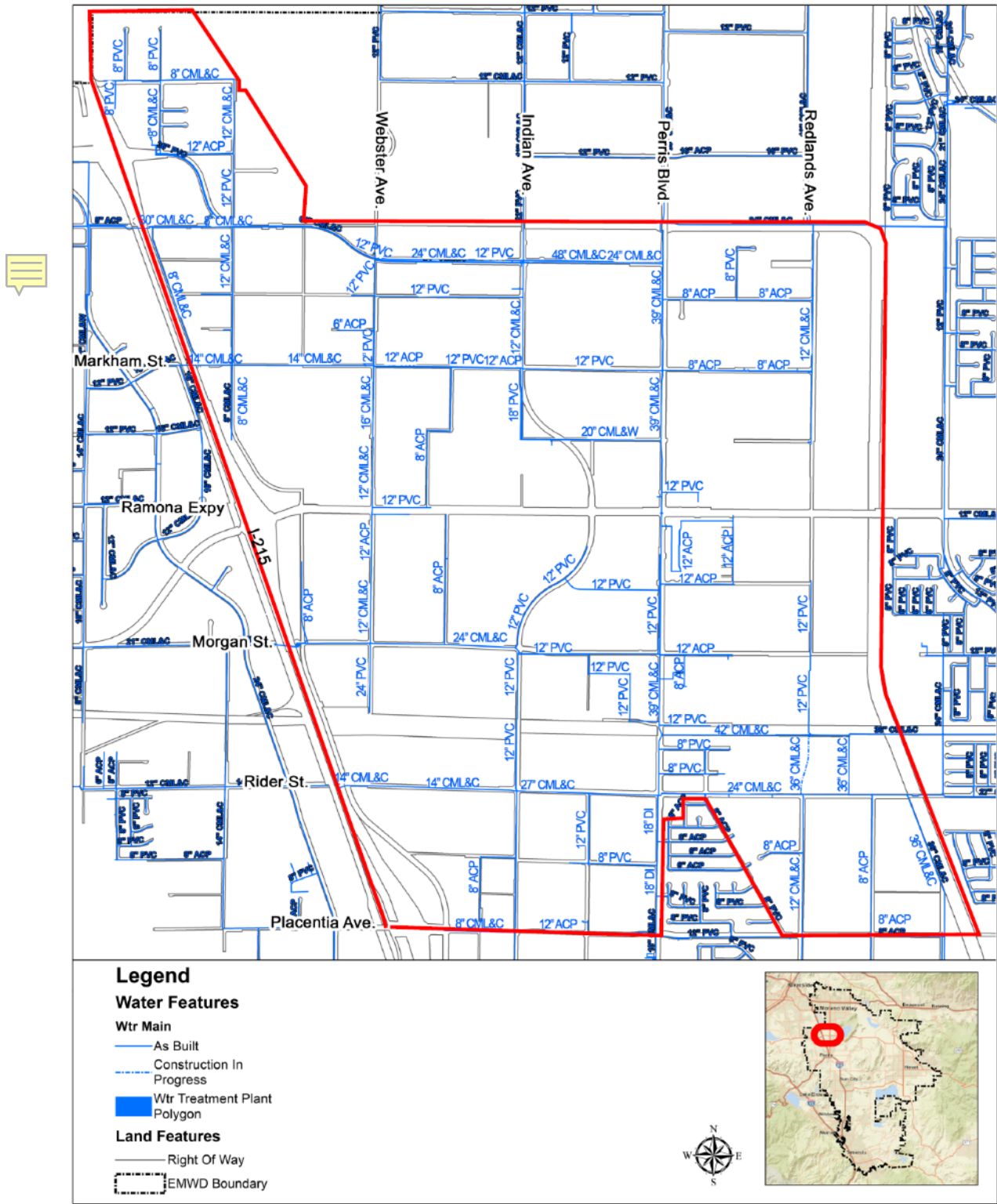


Figure 3.0-8, Existing EMWD Sewer



Figure 3.0-9, Existing EMWD Recycled Water

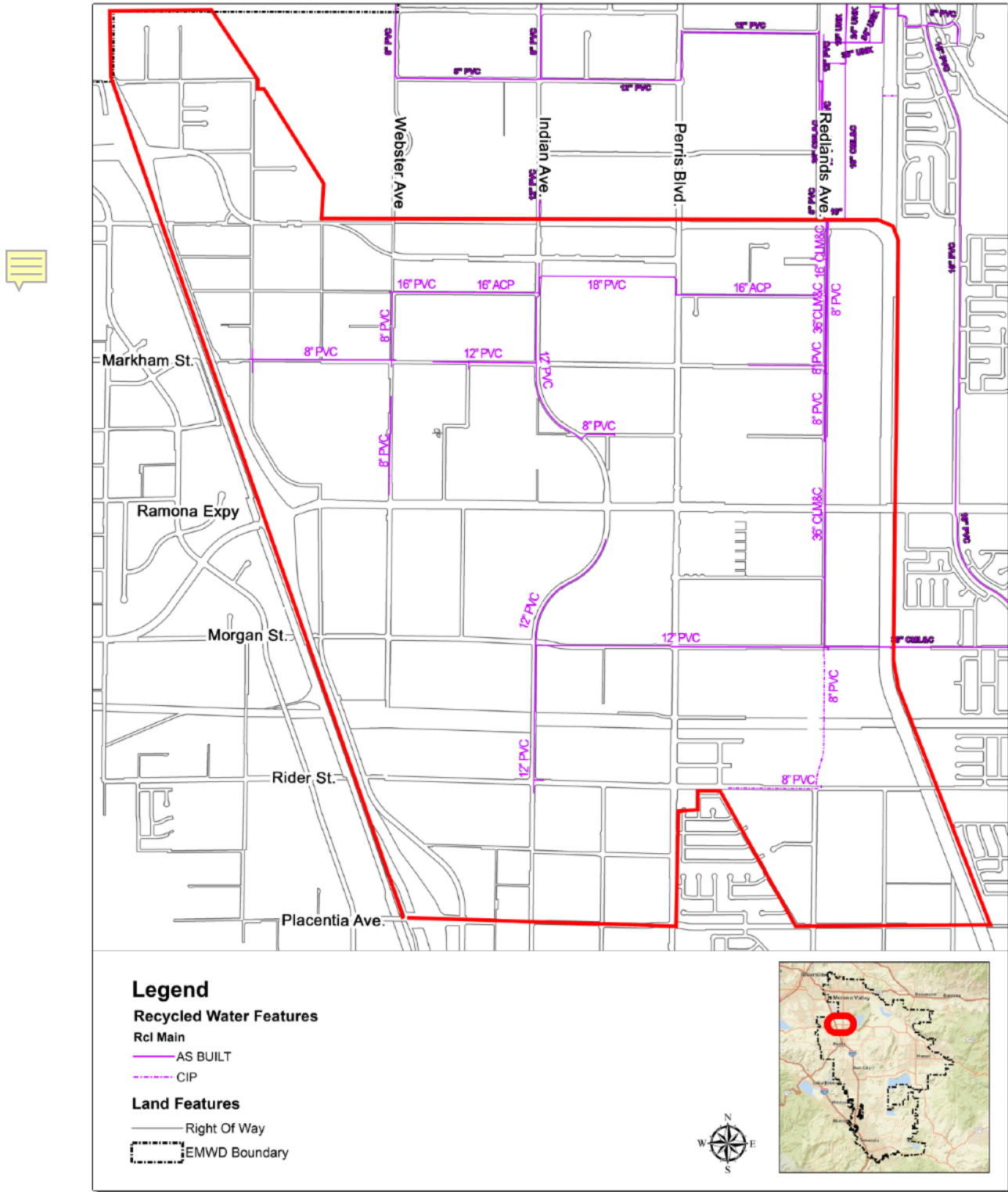


Figure 3.0-10, Existing Floodplain

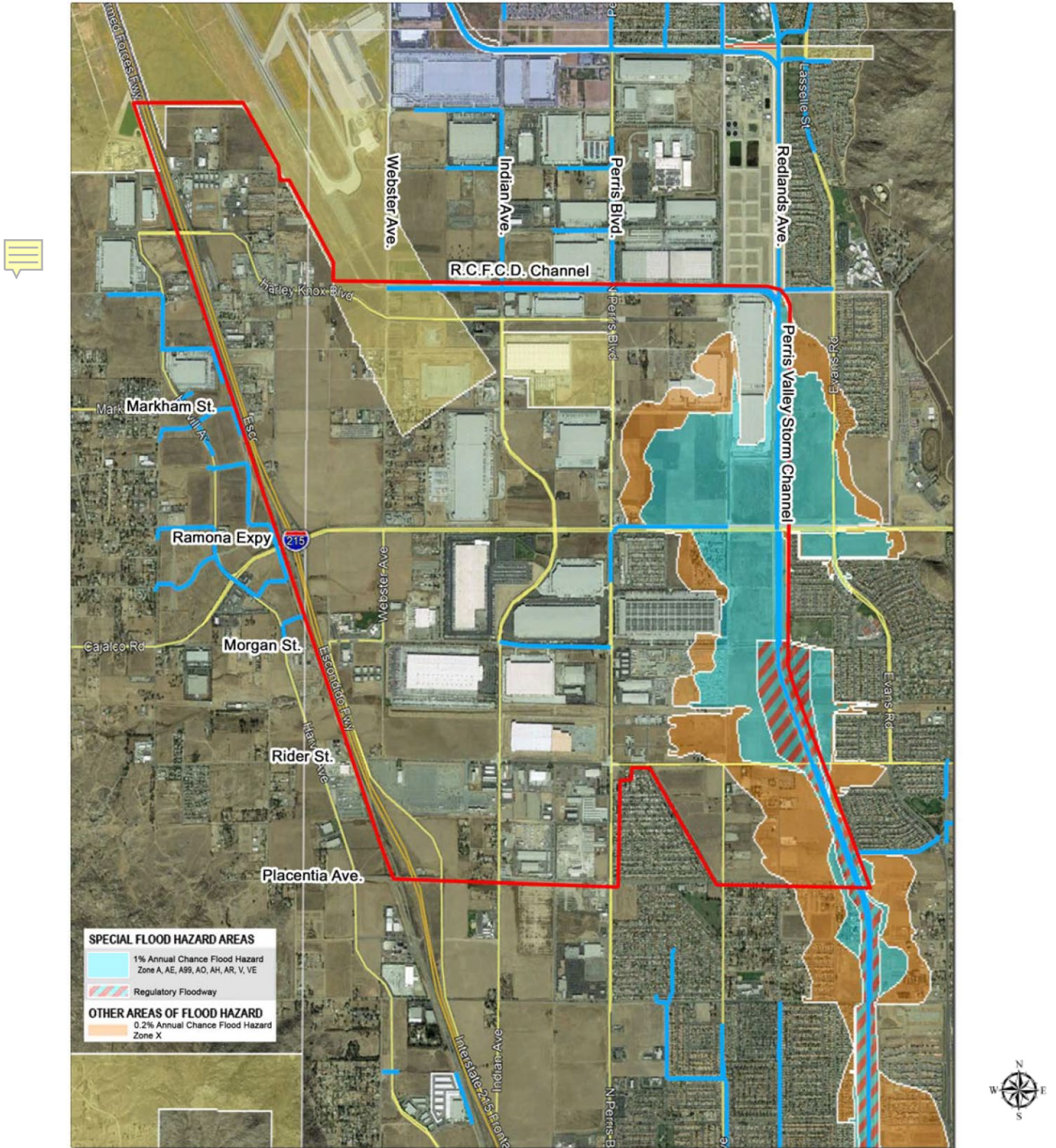
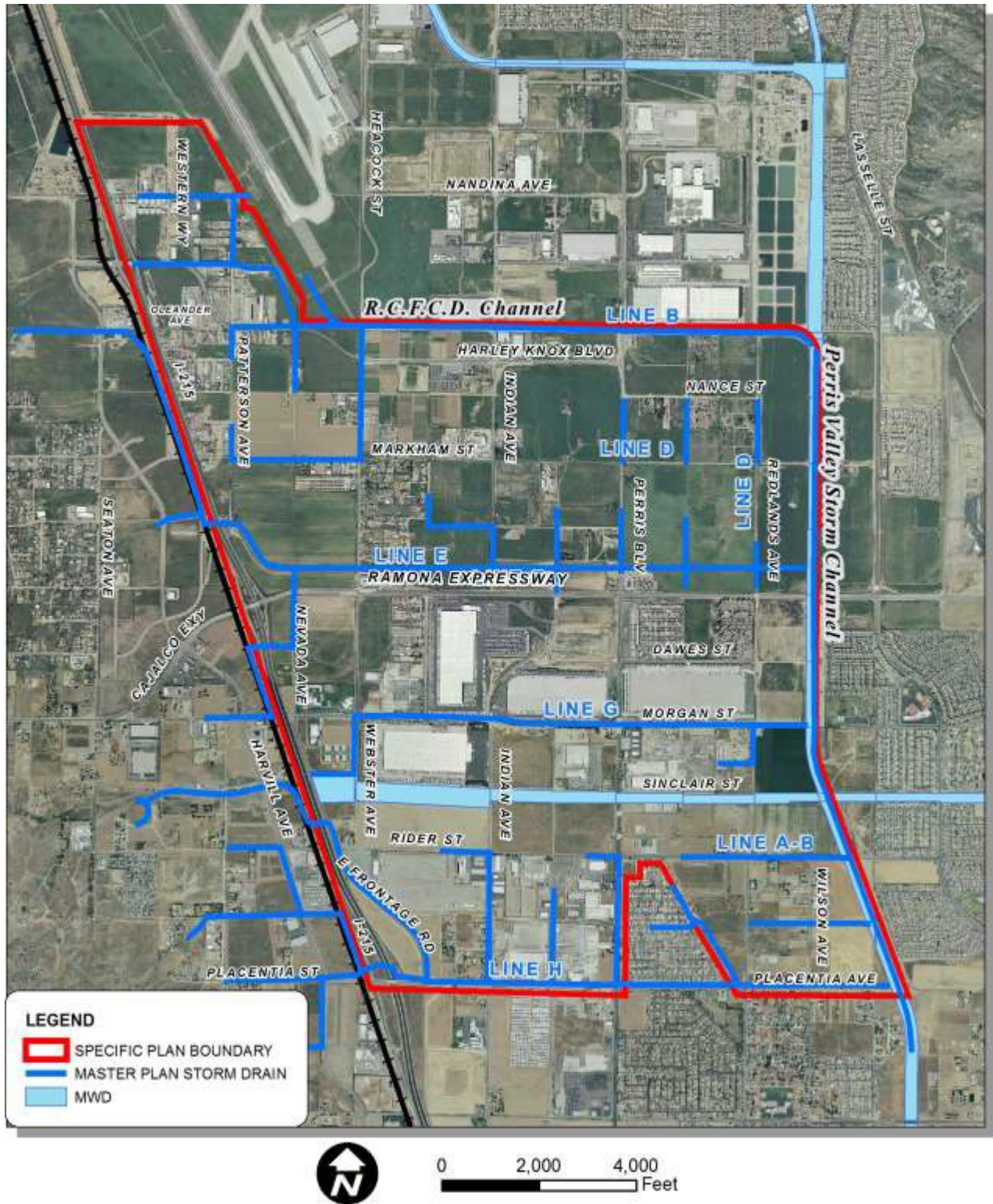


Figure 3.0-11, Existing Storm Drain Plan





Natural Gas

The Gas Company supplies natural gas to Perris Valley Commerce Center area with a 6-inch diameter high-pressure main running north-south on Perris Boulevard as shown by Figure 3.0-12. There are two locations where the high-pressure gets stepped down to a usable medium-pressure main. One location is approximately 65 feet south of the Ramona Expressway on Perris Boulevard and the other is approximately 80 feet west of Perris Boulevard on Rider Street. There is a 6-inch diameter high pressure main on Morgan Street that branches off of Perris Boulevard and goes west under Interstate-215. This allows gas distribution to all streets branching east-west off of Perris Boulevard as new development requires. Harley Knox Boulevard has a 6-inch diameter medium pressure line that originates from the west of Interstate-215 and extends approximately 1,200 feet east beyond Patterson Avenue. The 6-inch diameter medium pressure line extends north-south on Patterson Avenue to provide usable gas in the area.

Electric

Southern California Edison (SCE) supplies electric power to Western Riverside County including the Perris Valley Commerce Center Specific Plan area. SCE has two main overhead 115KV transmission corridors running east-west on Rider Street as shown on Figure 3.0-13. Both circuits originate from the east across Interstate-215. There are two 33KV transmission circuits with one originating east across Interstate-215 on Harley Knox Boulevard. The other 33KV circuit originates north of Oleander Street on Perris Boulevard and continues south to Rider Street. SCE utilizes 12KV and 6.9/12KV circuits throughout the Perris Valley Commerce Center Specific Plan area to provide usable power to commercial, industrial, retail, and residential end users. Some of the areas are served through overhead systems and some are served through underground systems.

Telephone

Three main overhead telephone feeds originate from the west of Interstate-215 and cross to I-215 to Nandina Avenue, Markham Street and Morgan Street as shown in Figure 3.0-14. There is also a main feed that originates north of Oleander Street on Perris Boulevard and extends down Perris Boulevard, south of Placentia Avenue. There are overhead and underground feeds throughout the Perris Valley Commerce Center Specific Plan area that service its customers.

Cable Television and Internet

Cable television and internet services for the Perris Valley Commerce Center Specific Plan area are in limited locations shown on the Figure 3.0-15. There are two streets within Time Warner's service area which cross Interstate-215. One is Morgan Street with cable TV lines extending approximately 1,000 feet east of Webster Avenue. The other is Rider Street and with cable TV lines extending approximately 700 feet east of Webster Avenue. Another service area is located on Perris Boulevard between Morgan Street and Placentia Avenue. This area serves Rider Street to the east beyond the Perris Valley Storm Channel. Redlands Avenue is served from Rider Street to the south beyond Placentia Avenue. An optic fiber line is located on Perris Boulevard extending south of Placentia Avenue to Morgan Street. The fiber line then goes east beyond the Perris Valley Storm Channel.

Figure 3.0-12, Existing Natural Gas

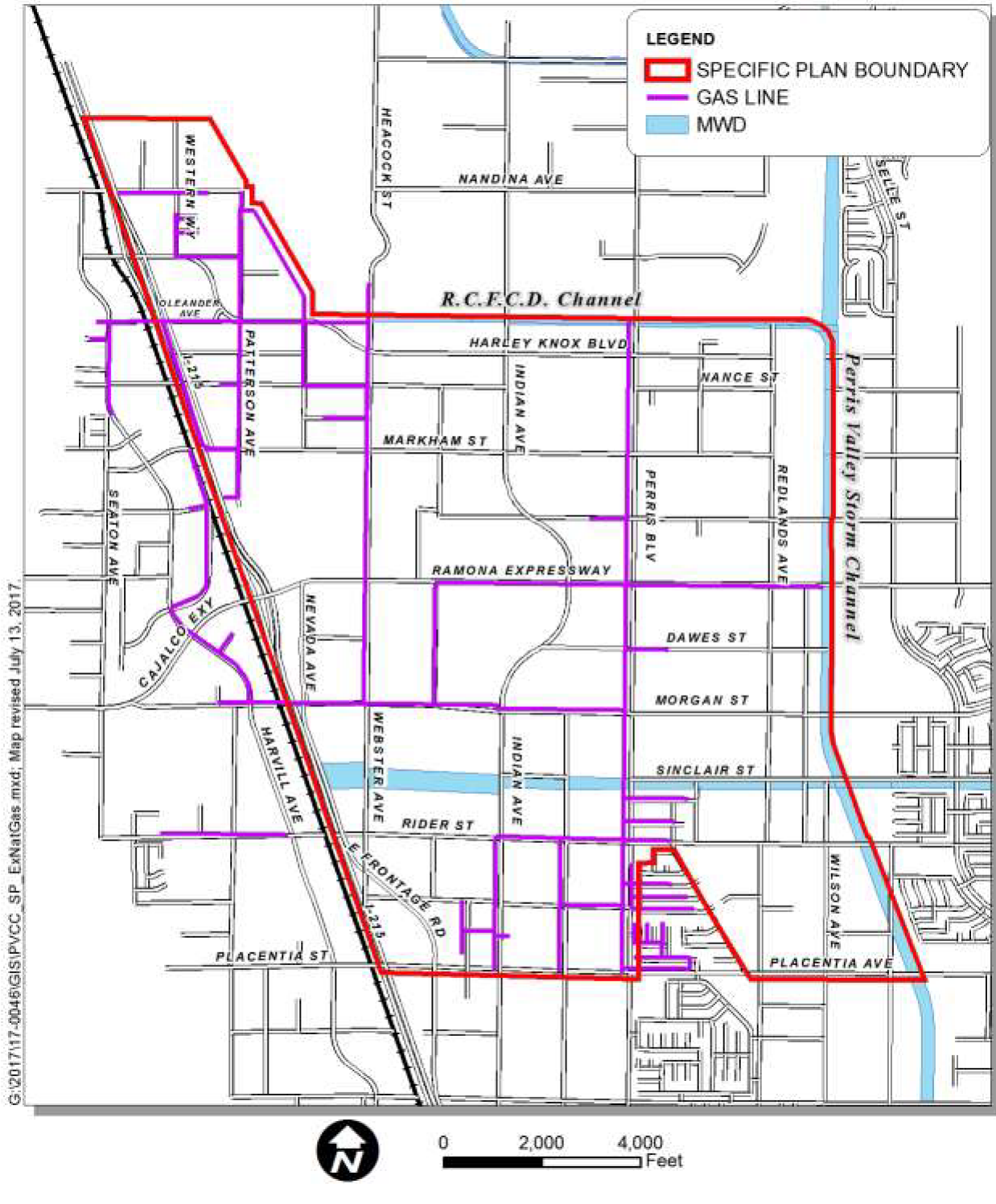
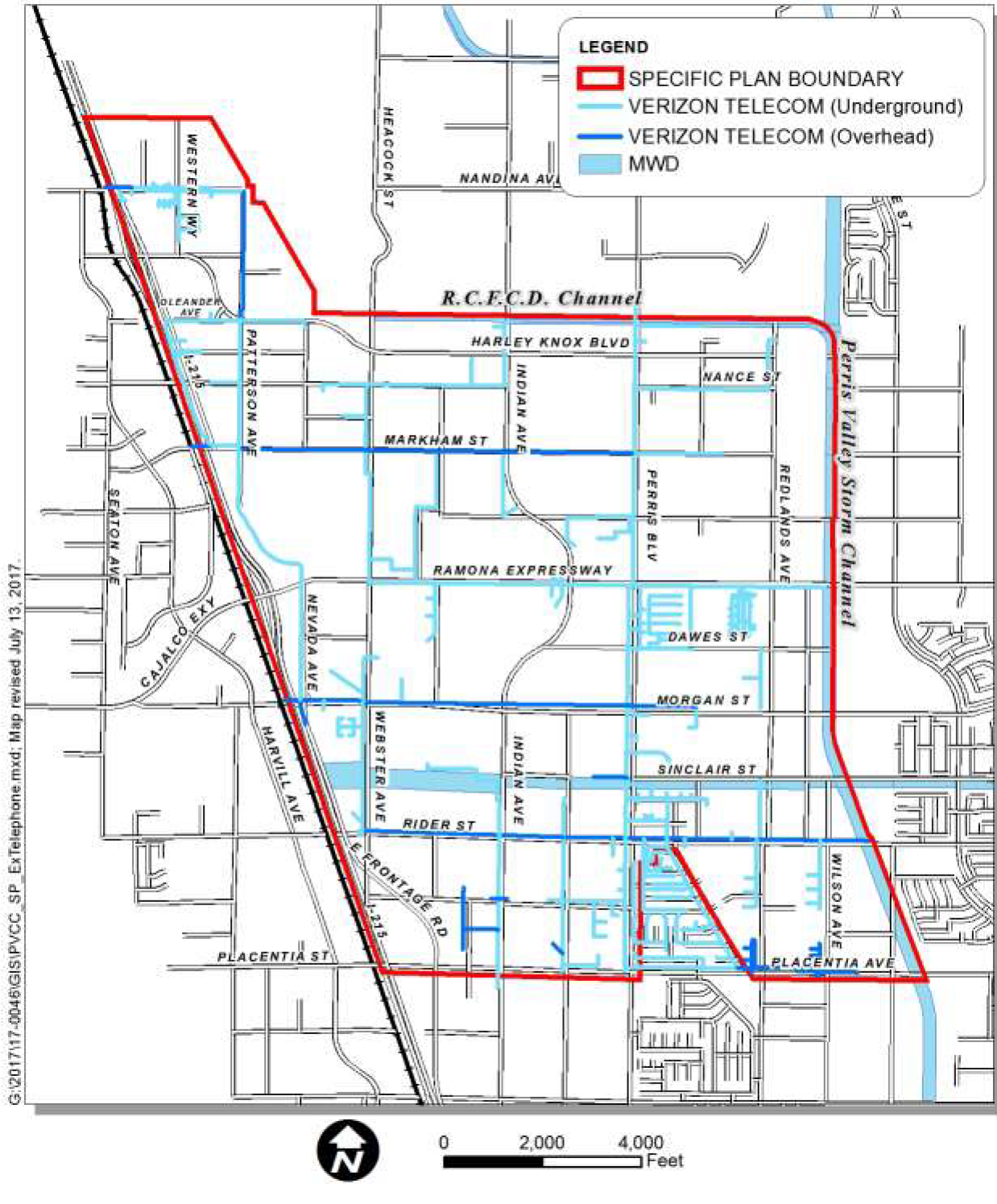


FIGURE 3.0-13, Existing Electric

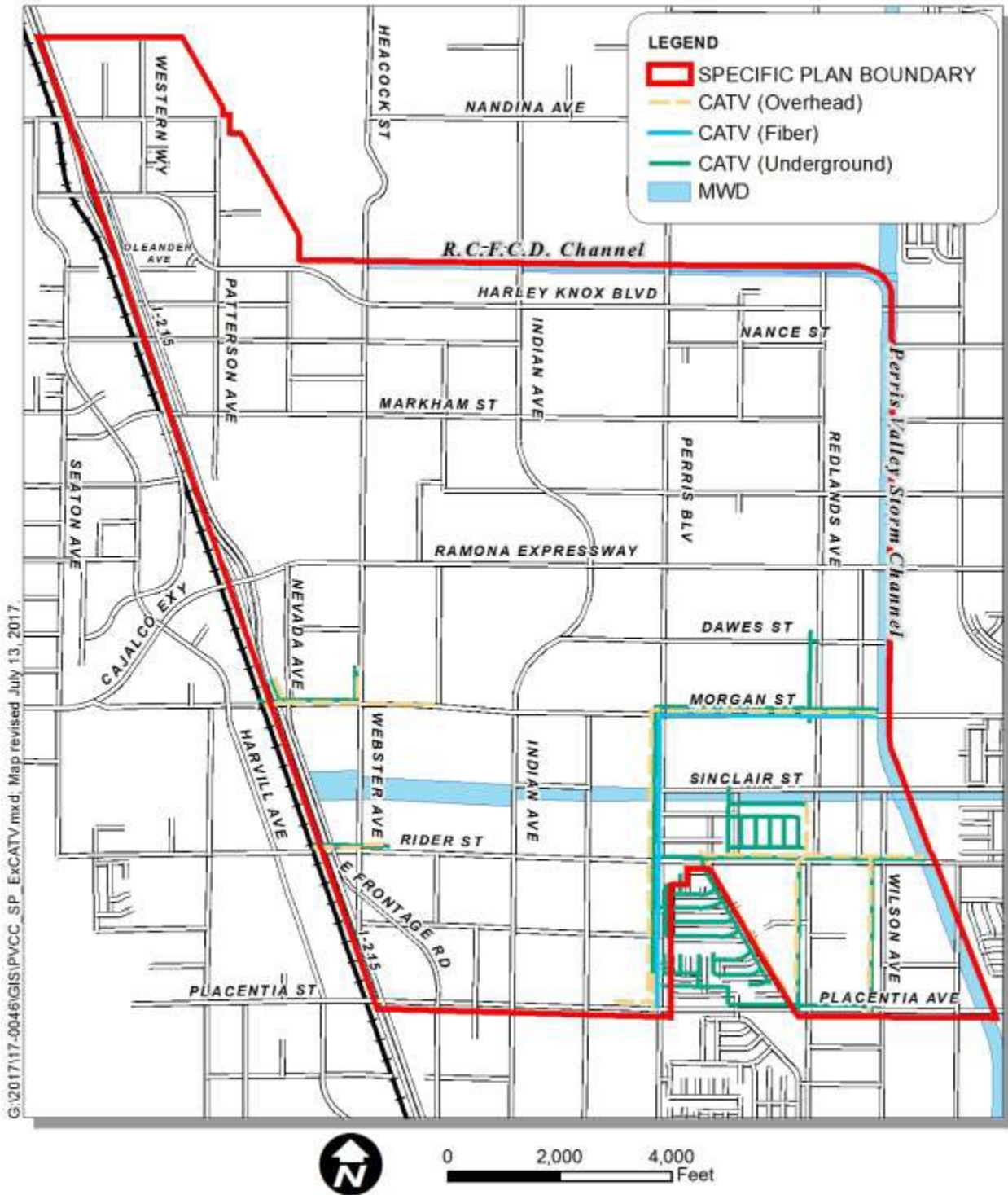


Figure 3.0-14, Existing Telephone



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Figure 3.0-15, Existing Cable TV



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3.5 Proposed Infrastructure and Services

Proposed Storm Drain

The existing Riverside County Flood Control and Water Conservation District's (RCFCDWCD) Perris Valley Master Drainage Plan (PVMDP), as shown on Figure 3.0-16, proposed a series of concrete lined trapezoidal channels to convey run-off from the area. At the time the Master Drainage Plan (MDP) was prepared, the drainage concept as presented was feasible because most of the area was agricultural land and relatively inexpensive. Due to development in the area and the increased land values, open channels are no longer the best option and it has become more economically feasible to place the backbone drainage facilities underground in the existing roadways. Additionally, several other issues make the immediate implementation of the existing PVMDP problematic. The PVMDP is dependent upon the ultimate build-out of the Perris Valley Storm Channel (PVSC) located along the easterly boundary of the specific plan. Currently, two large diameter MWD Colorado River Aqueduct lines cross the PVSC. These lines prohibit the construction of the PVSC to its ultimate depth. Relocation of these MWD facilities is estimated to cost between \$25-35 million.

Therefore, an updated Master Drainage Plan will be needed in order to meet the development goals of this Specific Plan. The drainage systems that will be developed in conjunction with the Perris Valley Commerce Center Specific Plan and RCFCDWCD will be revised to prioritize underground conveyance of storm drain flows. The drainage system will capture surface run-off from properties in the area and convey it into proposed storm drains and detention basins before continuing to the PVSC. The facilities, as shown in Figure 3.0-16, are the storm drain paths for the existing Perris Valley MDP. The lines are sized per the MDP, however, RCFCDWCD has already been working with developers and on their own to design and size the underground storm drain facilities. Therefore, the designated sizes may be used for equivalent capacity design.

The Perris Valley MDP has multiple lines that impact the Perris Valley Specific Plan, primarily in the west to east flow direction, connecting to the Perris Valley Channel on the east side of the PVCC boundary.

Line B (From the northwest corner of the PVCC boundary to the Perris Valley Storm Channel along the north side of the PVCC boundary). Line B is built from Webster Avenue to the Perris Valley Storm Channel and is a concrete lined sides trapezoidal channel, with culvert/bridge crossings of the major road. The channel carries up to 3,982 cubic feet per second (cfs). Further extensions westerly will be of a much smaller size per the MPD and exhibit 3.0-16.

Line E (From the western edge of the PVCC boundary to the Perris Valley Storm Channel). Line E will run along Ramona Expressway and continue westerly across the I-215. The MDP identifies the line as a trapezoidal channel. There is a portion of the channel built between Perris Boulevard and Redlands Avenue.

Line G (From the western edge of the PVCC boundary to the Perris Valley Storm Channel). Line G will run along Morgan Street and continue westerly across the I-215. The MDP identifies the line as a combination of circular pipe and trapezoidal channel. There is a portion of the channel



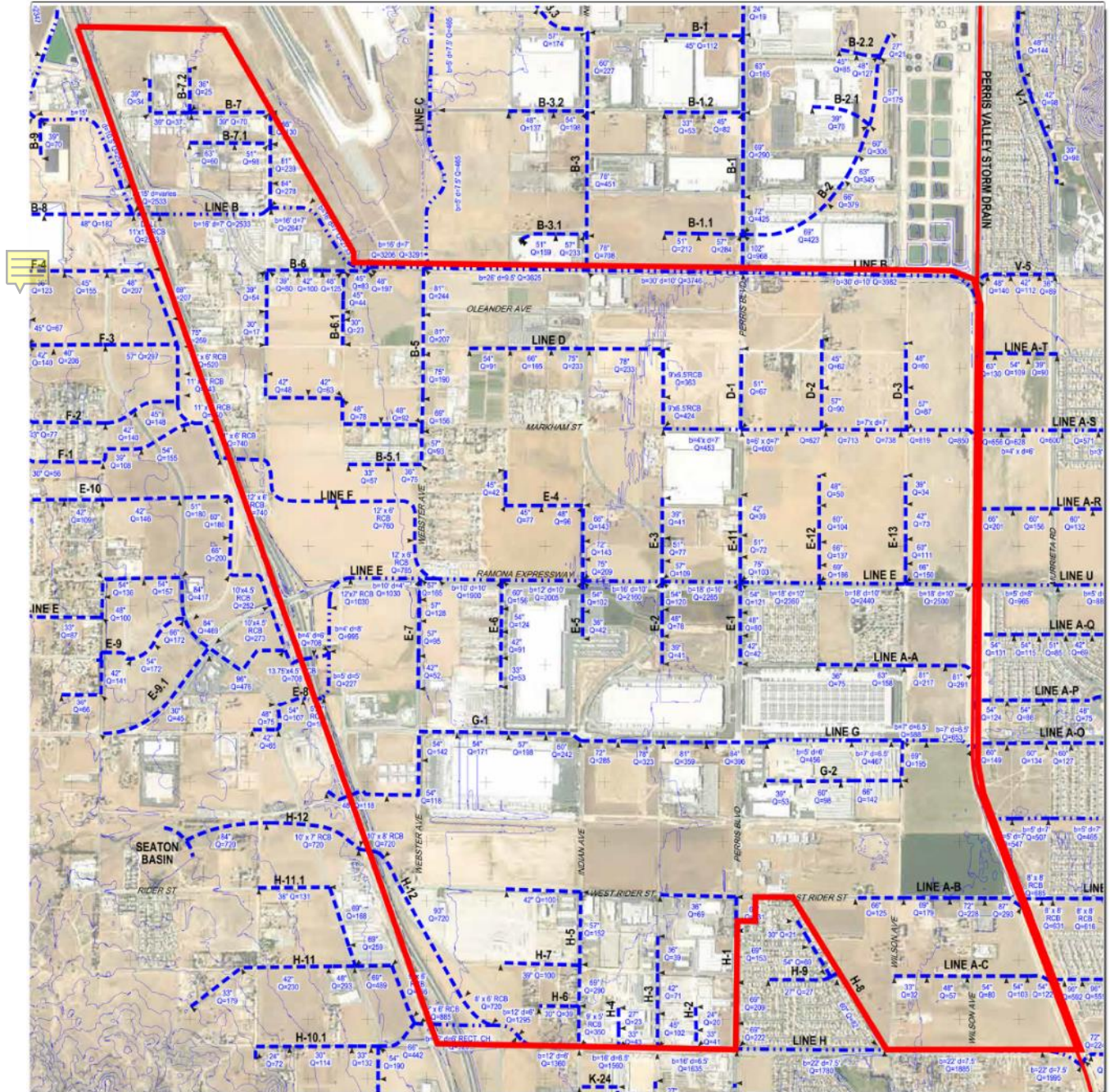
PERRIS VALLEY COMMERCE CENTER INFRASTRUCTURE

built between Indian Avenue and Perris Boulevard.

Line H (From the western edge of the PVCC boundary to the Perris Valley Storm Channel). Line H will run along Placentia Avenue and continue westerly across the I-215. The MDP identifies the line as a trapezoidal channel. None of this planned line has been built, to date.

In addition to the modified facilities discussed above, other adopted Perris Valley MDP facilities in the Perris Valley Commerce Center Specific Plan area will also need to be constructed to accommodate the drainage needs of the area. Figure 3.0-16 shows the adopted and modified drainage facilities that will need to be constructed. These facilities will be required to accommodate developed 100-year storm flows in the project area. It is anticipated that the above-described drainage systems will be constructed in conjunction with future development projects within the Perris Valley Commerce Center Specific Plan area. Once developed, run-off from the project area will be increased. This increased run-off is consistent with the existing Perris Valley MDP. Run-off will be discharged into the PVSC and ultimately into the San Jacinto River.

Figure 3.0-16, Area Drainage Plan Storm Drain Plan





Proposed Water

The Perris Valley Commerce Center Specific Plan area will continue to be served by Eastern Municipal Water District (EMWD). A Water and Wastewater Study prepared in October 2008 estimates the average daily water demand for the Perris Valley Commerce Center would be 6.4 million gallons per day (mgd), based on the proposed specific plan land uses (Water and Wastewater Study, October 2008).

Development within the Perris Valley Commerce Center Specific Plan area will require extension of new waterlines into areas not currently served and upgrading of some existing waterlines to meet future demand. Primary improvements will likely require increasing the capacity of several waterlines, and installing new waterlines. The majority of improvements include 12-inch diameter waterlines located primarily within existing and future street rights-of-way that will connect to existing feeder lines. The timing of these improvements will depend on the rate of future land development within the Perris Valley Commerce Center Specific Plan area. Upgrades and new waterline installation may be required in conjunction with construction of new development, as reviewed and approved by EMWD.

Proposed Sewer

EMWD will continue to provide sewer service to customers within the Perris Valley Commerce Center Specific Plan. A Water and Wastewater Study prepared in October 2008 projects the average daily wastewater generated by the Perris Valley Commerce Center Specific Plan area at ultimate build-out to be approximately 3.7 mgd. Development projects will be required to pay for and/or install upgrades to trunk sewer lines and other service lines in order to complete the necessary upgrades within the Perris Valley Commerce Center Specific Plan area.

The Perris Valley Regional Water Reclamation Facility (PVRWRF) can meet the immediate needs of the Perris Valley Commerce Center Specific Plan area as the facility was expanded to treat up to 22 million gallons per day (mgd). EMWD's ultimate build-out capacity available at the PVRWRF is designed for 100 mgd.

It is anticipated that portions of the Redlands Avenue trunk line will require upgrades to meet future carrying capacity. In addition, improvements to existing secondary lines, or construction of new gravity lines, may be required. It is anticipated that initial development of the area within the Perris Valley Commerce Center Specific Plan will benefit from currently available sewer capacity. Actual sewer improvements will be coordinated and approved by EMWD, as development occurs.

Proposed Recycled Water

Water demand in the Perris Valley Commerce Center Specific Plan area is transitioning away from agricultural uses to industrial and commercial uses. EMWD is in the process of updating their Recycled Water Master Plan. As shown on Figure 3.0-9, EMWD currently has limited recycled water system facilities within the North Perris area, but has been extending lines when possible, including via Capital Improvement Project (CIP on the exhibit). There are two main



PERRIS VALLEY COMMERCE CENTER INFRASTRUCTURE

challenges in providing recycled water to the entire Specific Plan area. First, a large portion of water from the Moreno Valley Regional Water Reclamation facility is used for agricultural purposes and second, there is a lack of transmission lines. As projects develop, they will be required to construct meters and pipelines for future connection to recycled waterlines once they become available. Projects within one mile of existing EMWD Recycled Water facilities are potential recycled water candidates. This may involve the extension of pipeline facilities from the existing waterline to the proposed project. For projects not located within one mile or that are not candidates for recycled water, they will continue to use potable water to supply irrigation needs, although they will be required to install on-site recycled waterlines (purple pipe) and an irrigation meter for connection to existing or future recycled facilities.

Proposed Natural Gas

The Gas Company has adequate facilities to provide gas to the Perris Valley Commerce Center Specific Plan area. In the future, there may be regulation stations needed as future growth expands in the area. Regulation stations step-down high-pressure gas mains to medium pressure mains.

Proposed Electric Service

Future development may require SCE to build sub-stations to utilize more of the 115 KV and 33KV circuits. Power comes off the transmission lines/grids at distribution substations where the voltage is stepped-down and carried on smaller distribution lines for customer usage.

Proposed Telecommunications, Television and Internet

There are overhead and underground feeds throughout the Perris Valley Commerce Center Specific Plan area that service its customers. Service providers will also expand and upgrade facilities as future growth requires. Television and Internet providers have the ability to expand facilities as usage dictates.

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4.0 ON-SITE DESIGN STANDARDS AND GUIDELINES

The Perris Valley Commerce Center Specific Plan Design Standards and Guidelines (Guidelines) intend to create eco-friendly, high-quality developments to establish a regional character that identifies the community. The Perris Valley Commerce Center Specific Plan area is highly sought after due to rapid regional growth, available land, a locally available employee base, proximity to major transportation routes and the March Inland Global Port facility. The Perris Valley Commerce Center Specific Plan seeks to unify the area's character and develop a business community that fosters long-term economic success. Through the utilization of an established set of Guidelines, it is the City's intent to strike a balance between the creation of mixed-use developments that are aesthetically pleasing, while respecting the basic industrial/commercial use and function of the Perris Valley Commerce Center Specific Plan.

These Guidelines are the main tool used by the City of Perris to evaluate development projects subject to discretionary review. In processing development proposals, Perris uses these guidelines to evaluate proposed site design, architecture, landscaping, and other special features such as plazas, lighting, site amenities, and the use of green technologies as clearly defined herein.

Project standards and guidelines can be found in the following sections of this Specific Plan:

- Section 4.0 On-Site Design Standards and Guidelines
- Section 5.0 Off-Site Design Standards and Guidelines
- Section 6.0 Landscape Standards and Guidelines
- Section 7.0 Commercial Standards and Guidelines
- Section 8.0 Industrial Standards and Guidelines
- Section 9.0 Business/Professional Office Standards and Guidelines
- Section 10.0 Residential Standards and Guidelines
- Section 11.0 Public Standards and Guidelines
- Section 12.0 Airport Overlay Zone
- Section 13.0 Implementation and Administrative Process (includes exceptions that may be allowed under the Incentives Program)

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria have been created for each of the land use categories outlined above. A summary of the project-wide standards are outlined in summary form in Table 4.0-1.



Table 4.0-1, Development Standards by Land Use
(Refer to Table 12.0-1 for land uses within Airport Overlay Zone)

Development Standards	LI	GI	C	BPO	R	MFR	P	Notes
Minimum Lot Size	15,000 s.f.	15,000 s.f.	1 ac.	20,000 s.f	20,000 s.f.	3,000 s.f.	None	
Minimum Lot Frontage	75 feet	75 feet	100 feet	100 feet	80 feet	35 feet	None	45' on cul-de-sacs and street knuckles at ROW.
Minimum Lot Width	75 feet	75 feet	100 feet	100 feet	80 feet	35 feet	None	
Minimum Lot Depth	100 feet	100 feet	150 feet	150 feet	150 feet	85 feet ^[11]	None	90' on cul-de-sacs and street knuckles
Maximum Structure Size/Floor Area Ratio(FAR)	0.75 FAR	0.75 FAR	0.75 FAR	0.75 FAR	0.40 FAR	1,500 s.f.	None	Note 3
Minimum Structure Separation	None	None	None	None	10 feet	10 feet ^[13]		
Accessory Structures Size	No max.	No max.	No max.	No max.	No max.	No max.	No max.	
Maximum Lot Coverage by Structure	50% of lot	50% of lot	50% of lot	50% of lot	40% of lot	40% of lot ^[12]	Note 14	Note 3
Maximum Structure Height	50 feet ^[1]	50 feet ^[1]	45 feet ^[1]	50 feet ^[1]	35 feet	30 feet	Note 14	Notes 3 and 4
Maximum Structure Height at Setback	20 feet	20 feet	25 feet	20 feet	35 feet	30 feet	Note 14	
Front Yard Setback shall be as follows:	[7][8]	[7][8]	[9][10]	[7][8]				
• Local/Collector Streets	10 feet	10 feet	5 feet	5 feet	25 feet	20 feet	Note 14	Note 3
• Arterials	15 feet	15 feet	10 feet	10 feet	25 feet	20 feet	Note 14	
• Expressway and Freeway	20 feet	20 feet	15 feet	15 feet	25 feet	20 feet	Note 14	
Side Yard :								
• Adjoining non-residential	None	None	None	None	5 feet	5 feet	Note 14	
• Adjoining residential	20 feet ^[6]	20 feet ^[6]	10 feet ^[5]	10 feet ^[5]	5 feet	5 feet	Note 14	
Street Side Yard:	See Front Yard Req.	See Front Yard Req.	See Front Yard Req.	See Front Yard Req.	See Front Yard Req.	10 feet ^[13]	Note 14	
Rear Yard :								
• Adjoining non-residential	None	None	None	None	25 feet	10 feet ^[13]	Note 14	
• Adjoining residential	20 feet ^[6]	20 feet ^[6]	10 feet ^[5]	10 feet ^[5]	25 feet	N/A	Note 14	
Minimum Landscape Coverage	12%	10%	10%	15%	None	None	None	Notes 2 and 3



DEVELOPMENT STANDARDS TABLE NOTES

1. Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one-foot for every (1) one-foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one-foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.
2. Interior portions of a site dedicated to loading, storage, large vehicle maneuvering and parking may be permitted to forego required interior landscaping with the exception of those properties abutting the MWD easement and the required landscaping for employee and visitor parking and outdoor employee break or amenity areas and required buffer areas.
3. FAR is the ratio of floor area divided by lot area. These development standards may be modified pursuant to the development participating in the Incentives program as described in this section.
4. Height of structure shall comply with the Federal Aviation Regulation, Part 77 restrictions for March Air Reserve Base.
5. If loading/unloading provided, setback shall not be less than 25-feet, unless within residential buffer zone in which case a 50-foot setback will be required.
6. If loading/unloading provided, setback shall not be less than 30-feet.
7. Setback requirements are for structures 20-feet or less in height on the public right of way.
8. Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.
9. Setback requirements are for structures 25-feet or less in height on the public right-of-way.
10. Front yards for structures shall be increased (1) one-foot for each (2) two-feet of structure height greater than 25-feet in height at setback from property line/right-of-way to maximum structure height.
11. Lots greater than 4,500 square feet require a minimum depth of 100-feet.
12. Lot coverage may be increased to a maximum of 60% on lots less than 6,000 square feet.
13. Increases by 5-feet for each additional story over one story
14. Lot coverage shall be the average lot coverage of all zones which abut the property. The minimum front, side and rear yard setbacks shall be the average of each of those particular setbacks for the zones which abut the property. Height limits may be increased up to 100-feet provided that: For every (1) one-foot increase in building height beyond the 50-foot maximum height, the building setbacks are increased by (1) one-foot on all interior yards and a Conditional Use Permit for increased building height is approved pursuant to Chapter 19.61 and such Permit includes a condition requiring additional perimeter landscaping provided to screen and mitigate visual impacts from the increased structure height.

4.2 On-Site Design Standards and Guidelines

These On-Site Design Standards and Guidelines are set forth for those engaged in the design, construction, review, and approval of development within the Perris Valley Commerce Center Specific Plan area. They identify techniques and minimum standards for achieving the level of design quality that the community of Perris has come to desire in new development. The City's review of a development proposal will assess compliance with their intent and the inclusion of elements and features both required and recommended in a comprehensive analysis of a project.

The Design Guidelines may be interpreted with some flexibility. The ultimate goal is to attain the best possible design for the various land uses and developments within the Perris Valley Commerce Center Specific Plan area. Property owners and developers in the Perris Valley Commerce Center Specific Plan are urged to become familiar with them and apply them accordingly. Developers and designers are encouraged to bring forth high quality development plans.

Applicants should identify those specific standards and guidelines suited to their project that will be incorporated in the project's design to achieve their development goals while bringing quality development to the community both in General Project Development Standards and in the individual zones, Section 5.0 – Section 13.0.



4.2.1 General On-Site Project Development Standards and Guidelines

Uses and Standards Shall Be Developed In Accordance with the Specific Plan

Properties within the Perris Valley Commerce Center Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2.0-1).

Uses and Standards Shall Be Developed In Accordance With City of Perris Codes

Uses and development standards will be in accordance with the City of Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the Perris Valley Commerce Center Specific Plan zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals including subdivisions, development plans, and conditional use permits. If there are any conflicts between the Specific Plan and the City of Perris Municipal Code, the Specific Plan will supersede. If the Specific Plan is silent on particular subjects, the City shall refer to the Municipal Code for guidance.

Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan

Development of properties governed by the Perris Valley Commerce Center Specific Plan area shall be in accordance with the mandatory requirements of all City of Perris ordinances, including state laws, and shall conform substantially to the Perris Valley Commerce Center Specific Plan, as filed in the office of the City of Perris Development Services Department, unless otherwise amended.

No Changes to Development Procedures Except as Outlined in the Specific Plan

Except for the Specific Plan Development Standards/Design Guidelines adopted with the Perris Valley Commerce Center Specific Plan, no portion of the Specific Plan which purport or propose to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Perris Valley Commerce Center Specific Plan.

Subdivision Map Act

Lots created pursuant to the Perris Valley Commerce Center Specific Plan, and subsequent tentative maps, shall be in conformance with the development standards of the zoning applied to the property and all other applicable City standards, as well as the Subdivision Map Act.

Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033. Approval by the City of a WQMP plan requires submittal of a document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design (LID) elements and Source Control BMP's, must be incorporated into the site design. If these two types of BMP's do not sufficiently manage hydromodification and treat expected pollutants, then treatment control facilities must be implemented in order to assure proper flow management and pollutant treatment. Treatment control BMP's are in accordance with Riverside County



Storm Water Best Management Practice Hand Book. The Regional Water Quality Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.

Uses Affecting March Air Reserve Base

The following uses shall be prohibited within the specific plan:

- 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.
- Any use which would cause sunlight to be reflected 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.
- Any use which would generate excessive smoke or water vapor or which would attract large concentrations of birds, or which otherwise may affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- Any use which would obstruct Federal Aviation Regulations, Part 77 Conical Surface. (This is also a standard of condition of approval on City projects).
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Avigation Easements

Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to March Air Reserve Base/March Global Port through the March Joint Powers Authority (MJPA). Provide and disclose a "Notice of Airport in Vicinity" to building tenants.

Accident Potential Zones

All proposed projects that lie within Accident Potential Zones must comply with Airport Overlay Zone Standards. Refer to Section 12.0 for special Airport Overlay Zone development standards and guidelines.

Residential Buffer

The Perris Valley Commerce Center Specific Plan has two established residential zones. Refer to Figure 4.0-16 for locations and Section 4.2.8 for Residential Buffer Development Standards and Guidelines.

Visual Overlay Zones

The Perris Valley Commerce Center Specific Plan has identified two visual overlay zones. Refer to Figure 4.0-17. These include the Freeway Corridor Visual Zone and Major Roadway Corridor



Visual Zone. Refer to Section 4.2.9 for special Visual Overlay Zone development standards and guidelines.

Crime Prevention Measures

Development projects should take precautions by installing on-site security measures. Security areas include, but are not limited to, entry areas for automated teller machines (ATM's), display areas and bus stops. It is recommended that these areas provide for 30-feet of candlepower.

Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

- Sensored lights that automatically operate at night.
- Installation of building alarm, fire systems and video surveillance.
- Special lighting to improve visibility of the address.
- Graffiti prevention measures such as vines on wall, and anti-graffiti covering.
- Downward lighting through development site.

Trash and Recyclable Materials

Development of all Perris Valley Commerce Center Specific Plan sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.

Waste Hauling

Construction and other waste disposal shall be hauled to a city approved facility.

Construction of Infrastructure May Be Financed

Construction of required infrastructure (such as sewer and water lines, storm drains, and roads) may be financed through the establishment of a financing district (e.g., Assessment District, Community Facilities District, or Road and Bridge Benefit District). Refer to Section 13.

Easements on MWD Property

The use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes is encouraged, provided that such use does not interfere with MWD's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way. The Director of MWD's Right-of-Way and Land Division Department should be contacted concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within MWD's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purpose into its public system. The grant of the easement will be subject to MWD's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been

made. Please note, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained.

4.2.2 Site Layout for Commerce Zones

4.2.2.1 Building Orientation/Placement

Building Frontages/Entrances

Accentuate public streets by locating building frontages and their entrances toward public right-of-way as shown in Figure 4.0-1. Buildings should be oriented so that entrances and entry access points are easily identified from a distance by pedestrians and/or vehicular traffic. Reinforce entries with architectural material, and landscape features so they are clearly identifiable. Loading areas and employee parking lots should be located at the side and rear of buildings when possible.

Figure 4.0-1 BUILDING FORWARD



Promote Walkability

Promoting walkability and circulation is encouraged through placement of buildings and pedestrian circulation facilities.



Projects within 100 Feet of Extended Runway Centerline

Buildings shall be designed to avoid placement within 100 feet of the extended runway centerline of the airport. This strip should be devoted to parking, landscaping and outdoor storage.

Distinct Visual Link

Establish a distinct visual link in multi-building complexes by using architecture, landscape, site design elements and pedestrian connections to unify the project.



Create Diversity and Sense of Community

Create Diversity and Sense of Community

Avoid long, monotonous building facades and create diversity and a sense of community by clustering buildings around courtyards, plazas, and landscaped open spaces.

Utilize Building for Screening

Utilize building placement, accented walls, or unique design to effectively screen views of loading docks, storage areas, and/or outdoor work areas that would otherwise be visible to public view.

4.2.2.2 Vehicular Access and On-Site Circulation

Site design should address the intended functions of the facility beginning with safe, definable site access that creates a sense of arrival.



Building Entrances and Access Points



Establish Truck Routes

Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3) should avoid conflicts with established communities and be separated from passenger vehicles where possible.

Driveway Spacing

Refer to Table 4.0-2 for appropriate driveway spacing.

Table 4.0-2, Driveway Spacing

	Road Type						
	Local	Collector	Major Collector	Secondary Arterial (Painted Median)	Secondary Arterial (Raised Median)	Arterial	Expressway
Intersection Intervals	200'	330'	330'	660'	660'	1320'	2640'

Minimize Vehicular Conflict

Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible as shown in Figure 4.0-2.

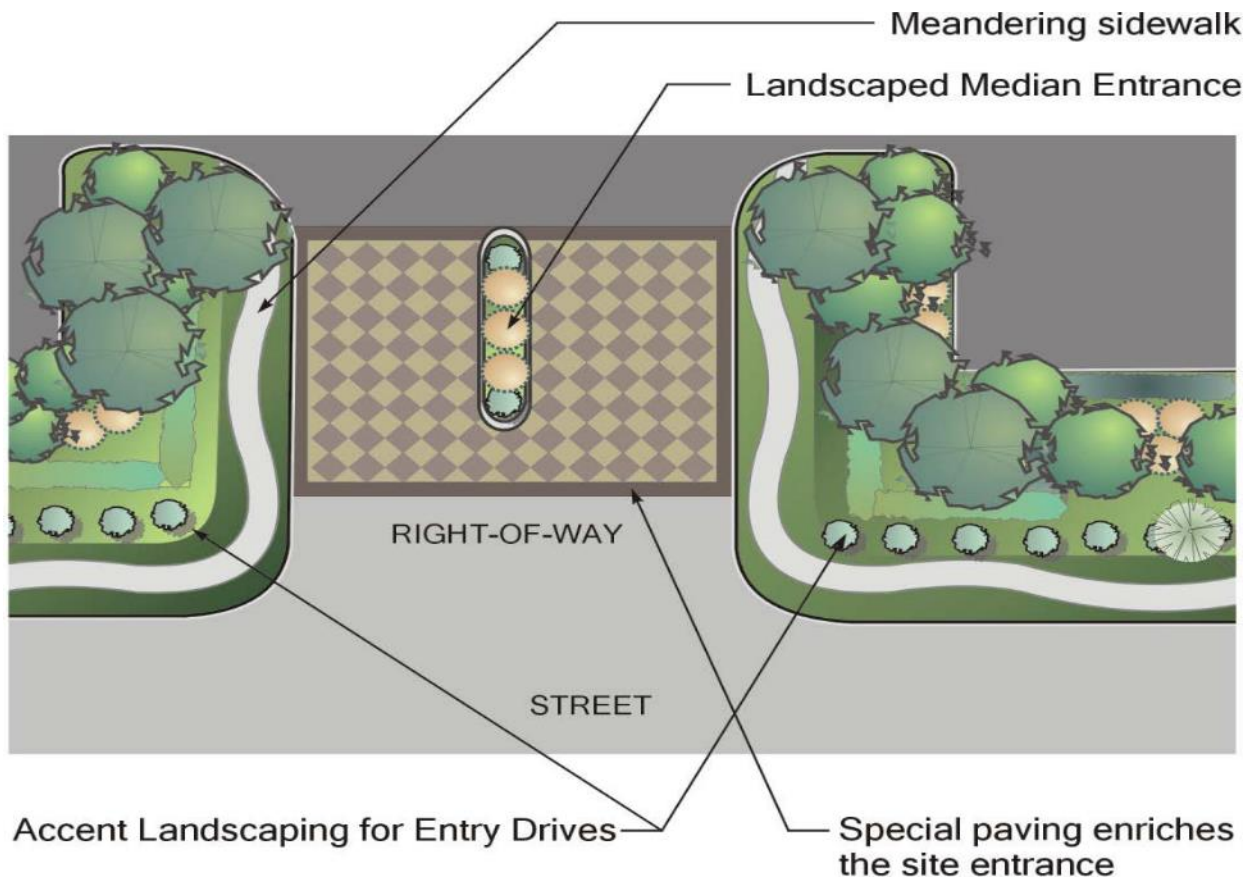
Figure 4.0-2, Separated Driveways



Access Points Easily Identifiable

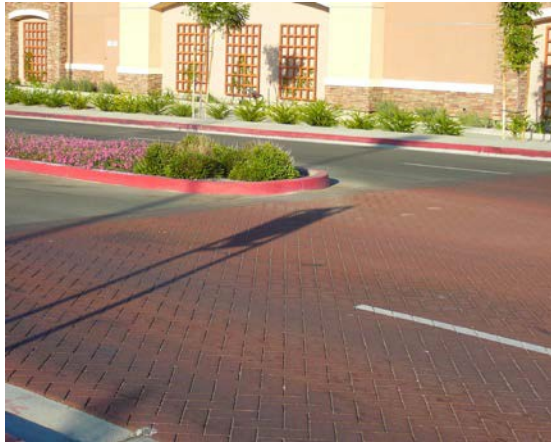
Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances as shown on Figure 4.0-3. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.

Figure 4.0-3, Enhanced Driveway Features



Shared Access

The City encourages shared driveway access whenever possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets.



Visual Link to Building and Entry

Emergency Vehicle Access

Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.

Visual Link to Building and Entry

A well designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.

Primary Entry Drive/Location of Building

The primary entry drive should be oriented toward the main entrance of the building as shown in Figure 4.0-4.

Figure 4.0-4, Primary Entry Drive





Entry Median

A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.

Landscape Parkways/Sides of Entry

Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.

Dual Axle Entrances

Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50' radius curb returns.



Entry Median

Avoid Back-up onto Public Streets

To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.

Minimize Interactions

Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.

Consideration of Large Truck Maneuverability

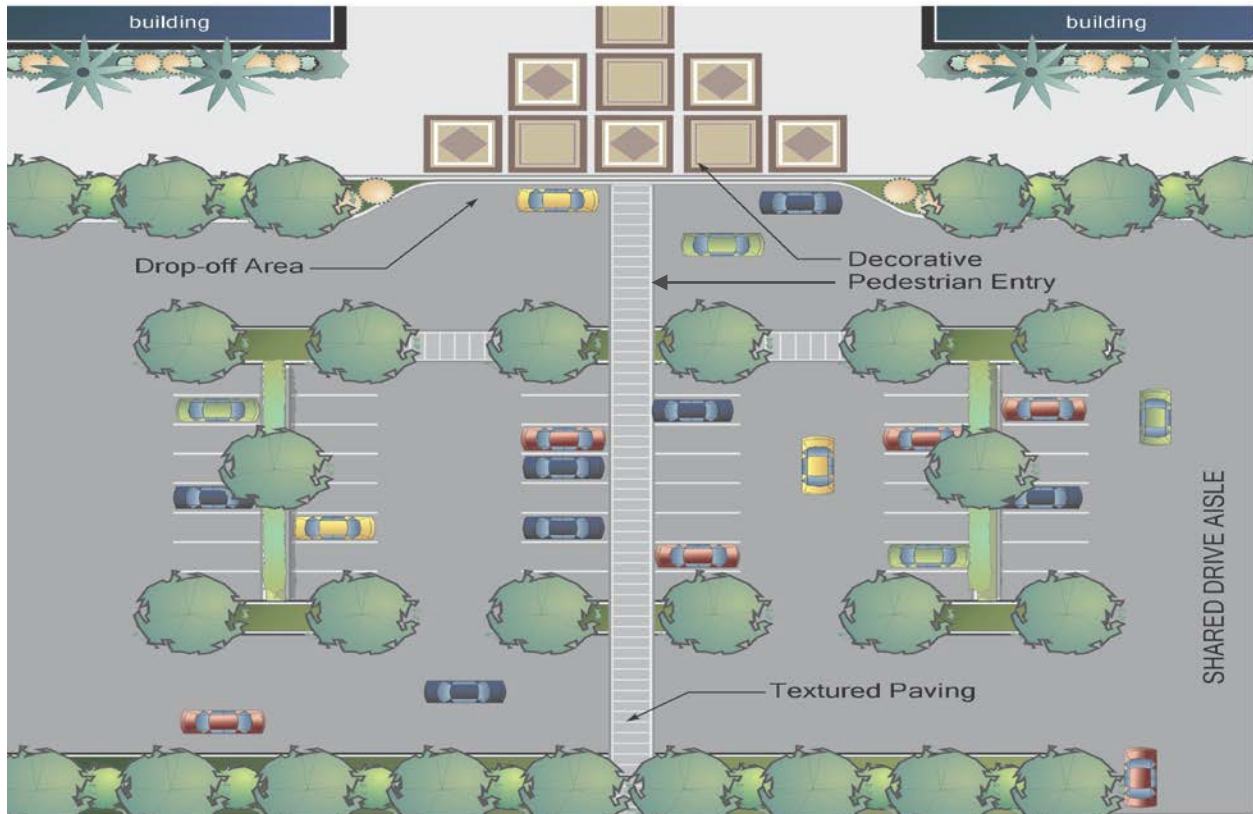
The design and location of loading facilities should take into consideration the specific dimensions required for the maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.

4.2.2.3 Pedestrian Access and On-Site Circulation

Avoid Conflicts Between Pedestrian and Vehicular Circulation

Provide a system of pedestrian walkways that avoid conflicts between vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages as shown in Figure 4.0-5.

Figure 4.0-5, Pedestrian Access and Drop-Off Area



Adequate Vehicle Spacing For Drive-Through Service

Businesses with drive-through service shall provide adequate stacking to accommodate eight (8) vehicles in the drive-through lane from the prior to each pick-up window to avoid conflict with on-site circulation.

Primary Walkway

Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.

Pedestrian Linkages to Public Realm

A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

4.2.2.4 Parking and Loading

Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for parking and loading standards.



Shared Parking

Shared parking with adjacent neighboring uses is encouraged provided minimum parking requirements are met and uses have alternating peak hour parking demands. Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for shared parking standards.

Avoid Long Continuous Drive Aisles

Large parking lots should avoid long, continuous drive aisles to limit the opportunity for high-speed vehicular travel. Where long drive aisles best serve a site, they should utilize curves and stop signs or textured pavement at strategic locations in place of speed bumps.

Pass-Through Aisles

Parking aisles should include pass through aisles if their length exceeds thirty (30) stalls.

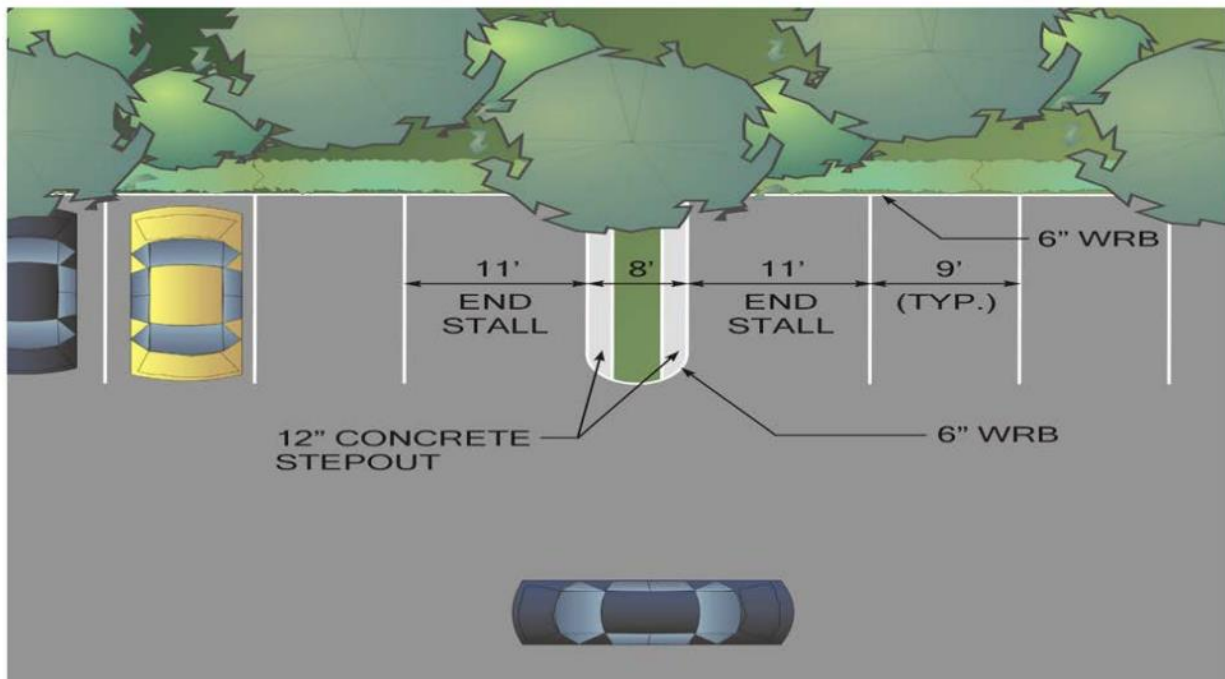
Screening Parking Lot

Parking lots should be screened from public view through the use of berms, low walls and/or plant materials.

Ends of Parking Aisle

The ends of all parking aisles and rows shall be protected by a landscaped island or finger. Landscape fingers should be provided on average every ten contiguous parking spaces. The parking island/finger shall be a minimum of 8' wide including a 12" concrete step-out on both sides as depicted in Figure 4.0-6 with the end stalls a minimum of 11' wide.

Figure 4.0-6, Concrete Step-Out





Bicycle Racks

Bicycle Racks

Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.

Motorcycle Parking

Facilities with 200 or more required parking spaces may provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 56 square feet. Facilities with 500 or more required parking spaces shall provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 70 square feet. For every two motorcycle spaces, credit for one parking space shall be given.

ADA Compliant Parking

All parking lots and parking areas shall be ADA compliant.

Loading Area Placement

Consideration should be given to the placement of loading areas away from sensitive receptors (schools, residences, hospitals, etc.), public gathering areas or other uses that might be impacted by noise and associated loading activities, as well as locating away from public view. Additional setback requirement has been provided for projects adjoining residential uses (Table 4.0-1 and Figure 4.0-16). In other cases where placement of loading facilities cannot be accommodated away from these areas, additional setbacks, sound walls, screening or combination thereof may be required.

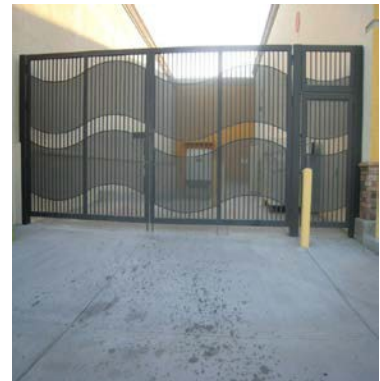
4.2.2.5 Screening

Screen Loading Docks

When possible, loading areas should be located on the side or rear of a site and shall be screened from public view. When loading areas are located in the Visual Overlay Zone (Fig. 4.0-17), special consideration to the visible aesthetics of screen walls, fences and landscaping should be considered.

Screening Methods

Acceptable screening methods include building offsets, connecting wing walls, perimeter site walls and fences, landscaping and berming. Such screen walls should be architecturally integrated with building by design, color, and material. Screen walls shall be of the same design and materials as



Screening Methods

primary buildings and a minimum of 6 feet high so as to sufficiently screen loading docks. Screen walls exceeding 8 feet in height shall be softened with earthen berms and dense landscape as noted in Figure 4.0-7.

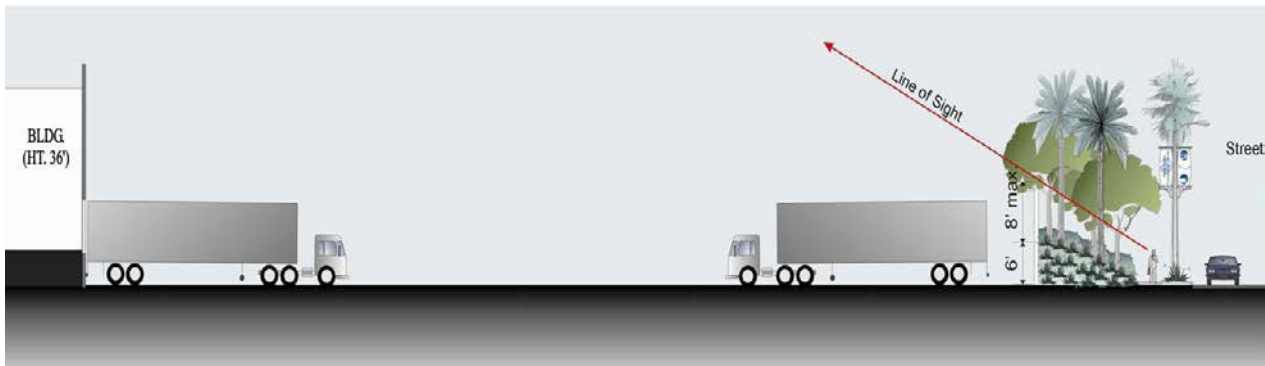


Screen Walls

Screening of Outdoor Storage Areas, Work Areas, Etc.

The screening of outdoor storage areas, outdoor work areas (where permitted), and mechanical equipment with walls that utilize the same building materials and architectural design of the buildings is required. Soften screen walls with earth berms and dense landscaping as depicted in Figure 4.0-7. The intent is to keep walls as low and unobtrusive as possible while performing their screening and security functions.

Figure 4.0-7, Screening Methods



4.2.2.6 Outdoor Storage

No Outdoor Storage Permitted Other Than as Specified

Outdoor storage is limited to the General Industrial Zone of the Perris Valley Commerce Center. No other outdoor storage will be permitted, with the exception of accessory uses for outdoor storage directly associated with and incidental to the primary use occupying less than 10% of the site or floor area.

4.2.2.7 Water Quality Site Design

General Standards

Refer to NPDES Permit Board Order R8-2010-0033 for complete and current information on water quality management standards. Current requirements can be obtained by visiting the Riverside County Flood Control website at <http://rcflood.org/NPDES/SantaAnaWS.aspx> specifically to review the current WQMP Manual and the Low Impact Development Manual. Please note, these figures reflect 2009 standards and serve as guidelines for current practices.

Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033. Approval by the City of a WQMP plan requires submittal of a complete document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design, and Source Control BMP's must be incorporated into the civil site design. If these two types of BMP's do not sufficiently manage hydromodification or treat expected pollutants, treatment control facilities must be implemented in order to assure proper pollutant treatment. Treatment control BMP's are in accordance with Riverside County Storm Water Best Management Practice Hand Book. The Regional Water Quality Control Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.



Water Quality Features

The MS4 Permit requires that applicable new development and redevelopment project:

- Design the site to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspire runoff where feasible.
- Cover or control sources of stormwater pollutants.
- Use LID to infiltrate, evapotranspire, harvest and use, or treat runoff from impervious surfaces.
- Ensure runoff does not create a hydrologic condition of concern.
- Maintain Stormwater BMPs.

Low Impact Design

According to the State Water Resources Control Board, Low Impact Design (LID) is, "a sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional storm runoff BMPs, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal



of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate and detain runoff close to the source of rainfall."

As stated in the Riverside County LID Manual, when LID is implemented correctly on a site, it provides two primary benefits: 1) hydromodification flows are managed across the site and 2) expected pollutants are reduced in the remaining runoff. In order to meet Regional Water Quality Control Board (RWQCB) requirements in the Santa Ana Watershed, the design capture volume (VBMP) is based on capturing the volume of runoff generated from an 85th percentile, 24-hour storm event. There are seven mandatory BMP types to be implemented on project sites.

- Infiltration Basins
- Infiltration Trenches
- Permeable Pavement
- Harvest and Use
- Bioretention Facilities
- Extended Detention Basins
- Sand Filter Basins

The NPDES Permit requires that the design capture volume be first infiltrated, evapotranspired, or harvested and reused. When such retention methods are infeasible, the remainder of the volume can be biotreated. The steps to this approach include:

- Optimize the Site Layout
- Preserve Existing Drainage Patterns
- Protection of Existing Vegetation and Sensitive Areas
- Preserve Natural Infiltration Capacity
- Minimize Impervious Area
- Disperse Runoff to Adjacent Pervious Areas
- Delineate Drainage Management Areas
- Classify and Tabulate DMAs, and Determine Runoff Factors
 - Self-treating areas
 - Self-retaining areas
 - Areas draining to self-retaining areas
 - Areas draining to BMP's

An example of LID design within roadways includes, inverted medians along drives and parking aisles to serve the site design function. In place of raised or mounded landscaped medians, depressed landscaped areas should be designed which will capture parking lot and street runoff, reduce directly connected impervious areas, promote infiltration, and pre-treat runoff in a swale or trench prior to discharge to a treatment control facility. The inverted median can incorporate a flow line slope or utilize a grated inlet in order to achieve drainage of the depression within 72 hours (maximum).



Source Control

Source Control features are also required to be implemented for each project as part of the Final WQMP. Source Control Features are those measures which can be taken to eliminate the presence of pollutants through prevention. Source Control BMPs include permanent, structural features that may be required in project plans such as roofs over and berms around trash and recycling areas and operations BMPs, such as regular sweeping and housekeeping that must be implemented by the site's occupant or user. The maximum extent practicable standard typically requires both types of BMPs. In general, operational BMPs cannot be substituted for a feasible and effective permanent BMP. Steps to selecting Source Control BMPs include:

- Specify Source Control BMPs
- Identify Pollutant Sources
- Note Locations on Project-Specific WQMP Exhibit
- Prepare a Table and Narrative
- Identify Operational Source Control BMPs

BMP Features in "Visibility Zone"

Some sites may necessitate the placement of Water Quality BMPs adjacent to public right-of-ways. In such a situation, landscaping requirements of this Specific Plan shall be followed. Please note the following:

- Treatment control BMP's adjacent to the public right-of-way must drain properly to adequate storm drain facilities. If no storm drain is available, alternative drainage shall be proposed for approval by City Engineer. Treatment control BMPs are not to be placed within public right-of-way. Figure 4.0-8 through Figure 4.0-13 provide layout options for BMP features adjacent to public right-of-way. Street cross sections other than those provided shall be subject to similar requirements provided by the City of Perris.

Figure 4.0-8, Vegetation Selection and Approximate Placement

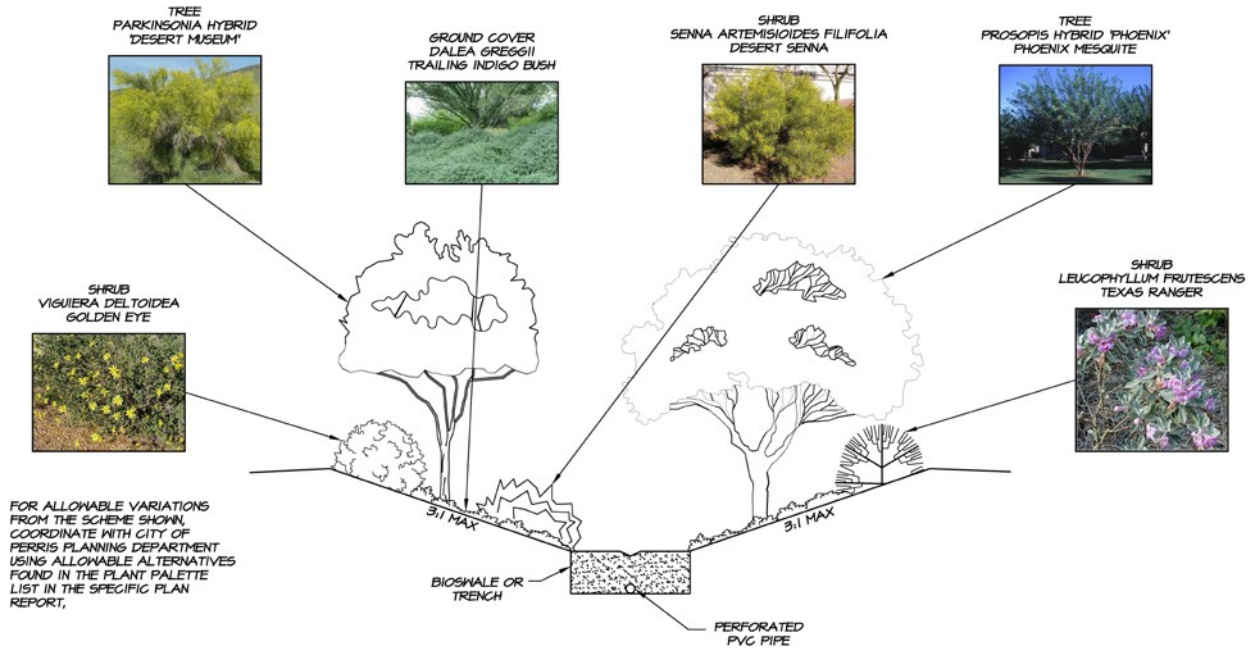


Figure 4.0-9, Vegetation Selection and Approximate Placement with Plantable Wall

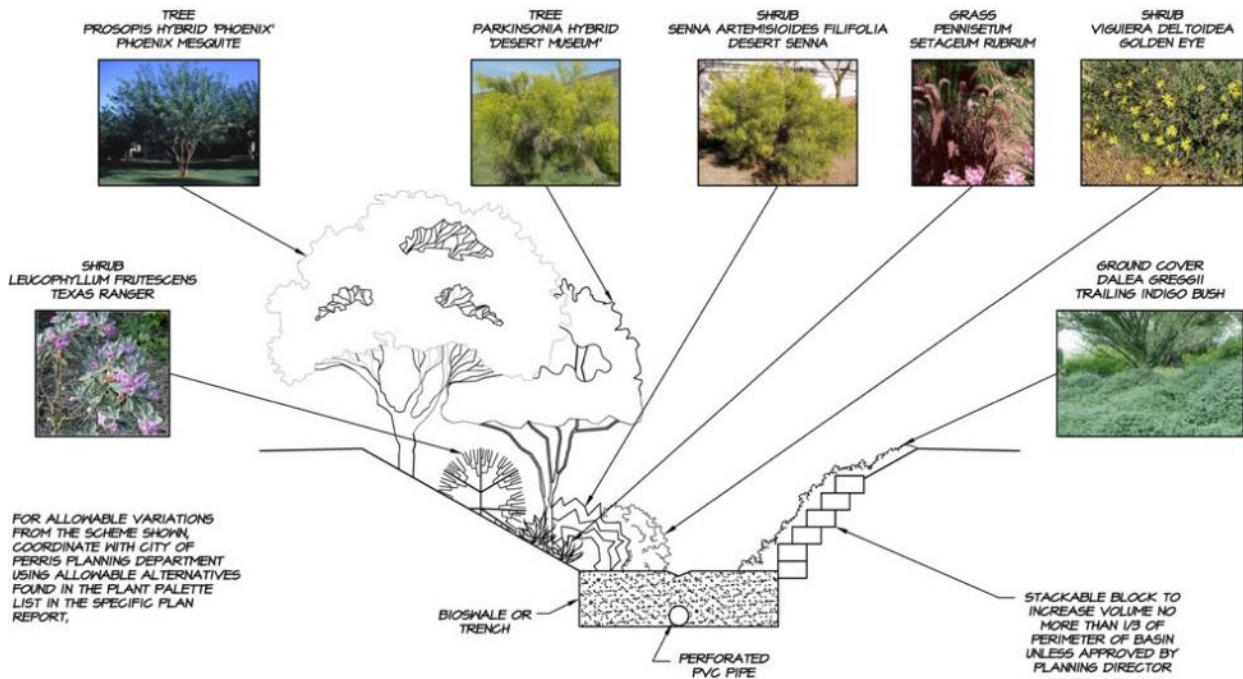


Figure 4.0-10, Filter Trench Detail Maximum Parkway Width

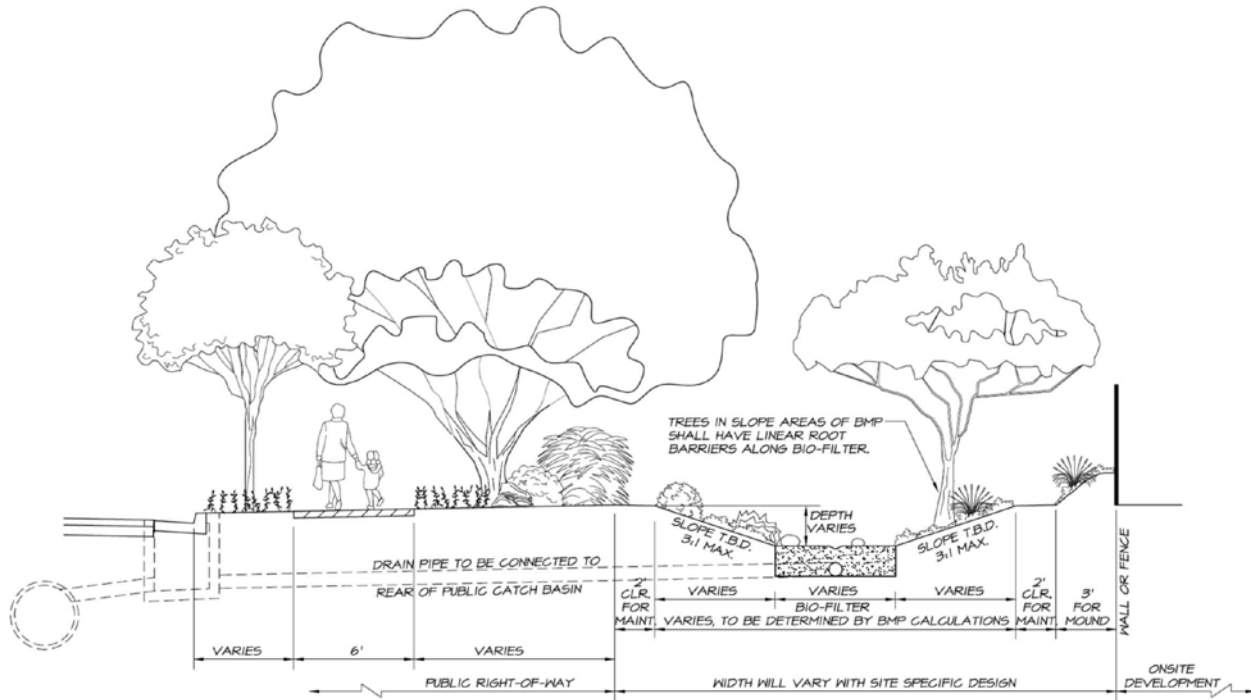


Figure 4.0-11, Filter Trench Detail Maximum Parkway Width with Plantable Wall

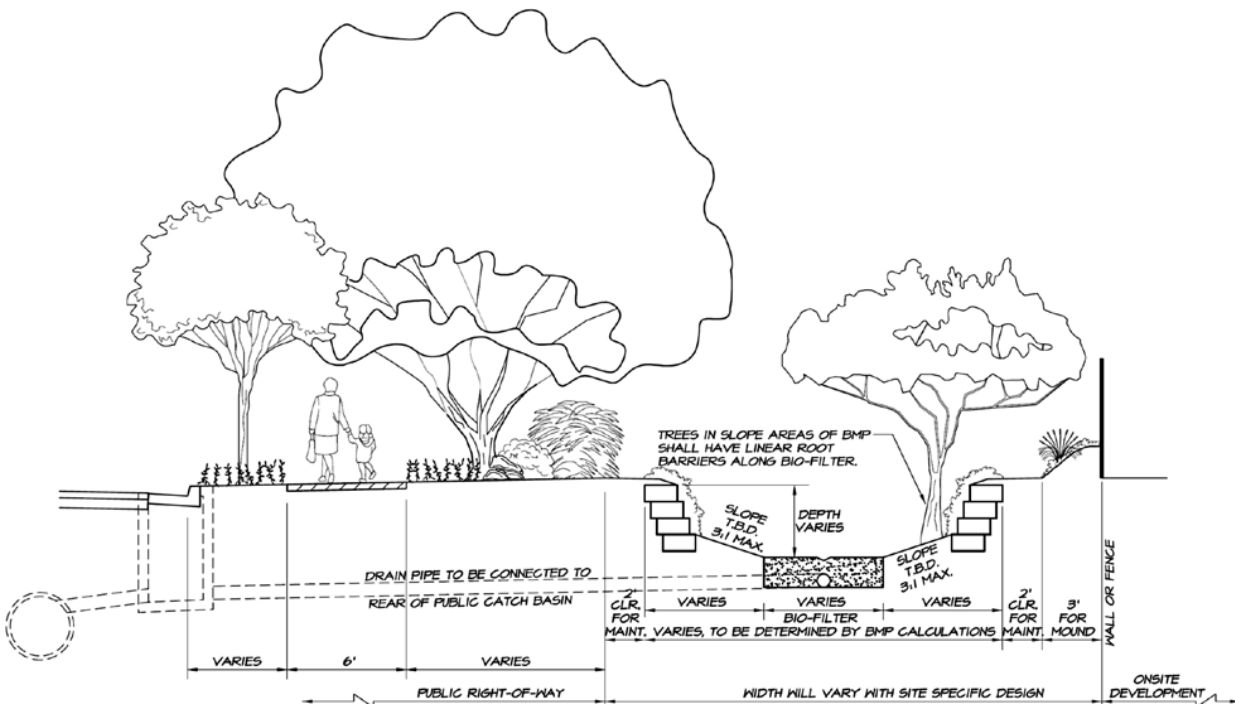


Figure 4.0-12, Filter Trench Detail 12-Foot Parkway

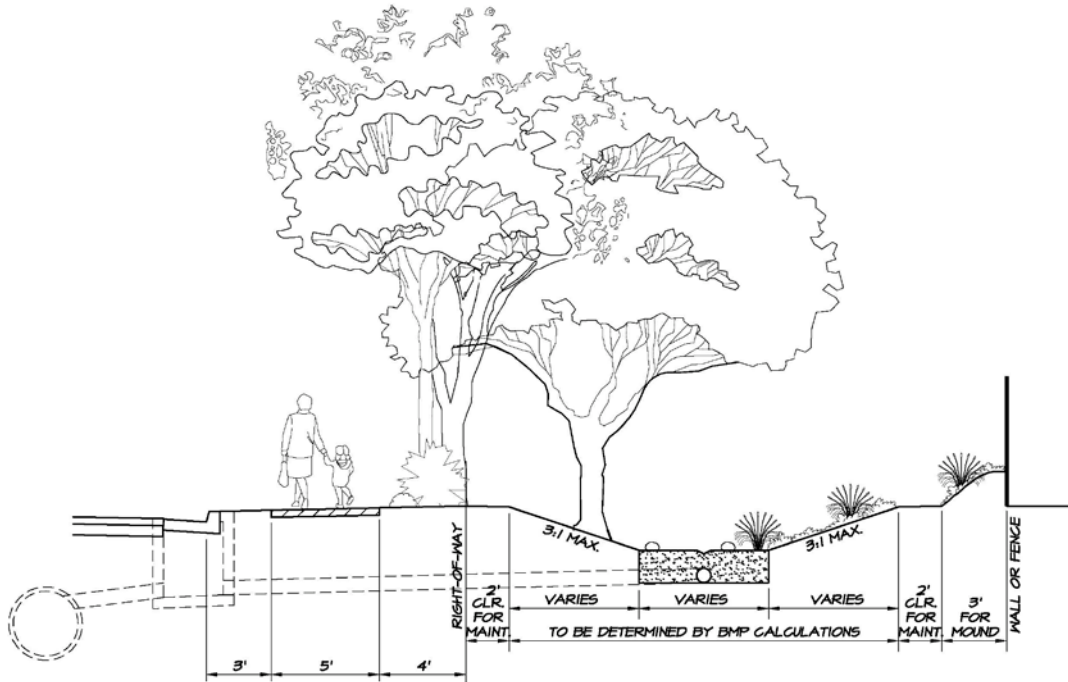
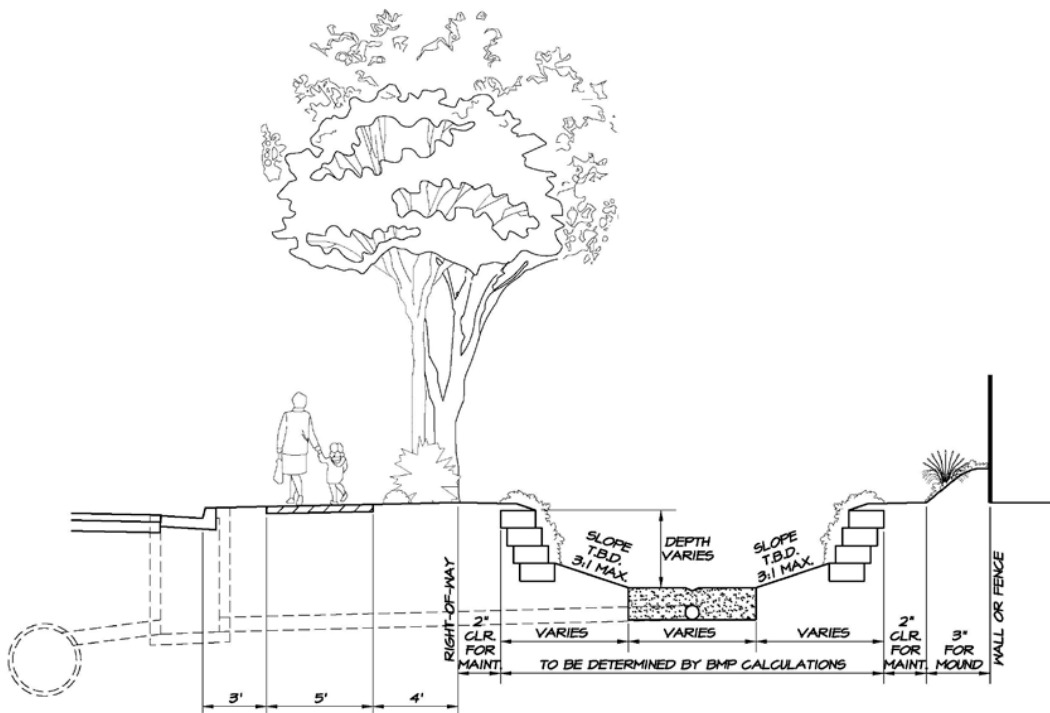


Figure 4.0-13, Filter Trench Detail 12-Foot Parkway with Plantable Wall





Open Jointed Surface

Open Jointed Surfaces for Sidewalks

Open jointed materials include interlocking pavers, porous pavement and pervious concrete or other surfaces which do not shed water during typical storm events shall be considered for use in place of concrete for sidewalks. Alternative open jointed materials will be evaluated for acceptance.

Open Jointed Surfaces in Low Traffic Areas

Open jointed surfaces or porous concrete shall be considered for use in low-traffic areas of parking lots (such as Class C vehicle parking stalls) and for surfaces proposed as patios and sidewalks.

Filter Strips

Filter strips are vegetated areas intended to treat sheet flow from adjacent impervious areas. Filter strips function by slowing runoff velocities and filtering out sediment and other pollutants, while providing some infiltration into underlying soils. Filter strips shall be considered for use adjacent to parking lots, sidewalks, and roads. The filter strip shall consist of grass turf or other low lying, thick vegetation.



Filter Strip

Filter Strip Adjoining Impervious Surfaces

Filter strips should adjoin impervious surfaces where feasible, which shed runoff in sheet-flow fashion. Filter strips are not appropriate for more concentrated flows such as discharge from a pipe or curb-cutout.

Roof Runoff Discharge into Landscape Area

Given current design practices, as much roof runoff as possible shall be discharged to landscaped areas adjacent to the buildings.



Covered Trash Enclosure

Second Treatment of Roof Water

Under current standards, if treated roof runoff cannot be conveyed without mixing with on-site untreated runoff, the roof runoff will require a second treatment, independent of the initial treatment and regardless of the methods employed.

Covered Trash Enclosures

Trash enclosures covers must be provided.



4.2.3 Architecture

4.2.3.1 Scale, Massing and Building Relief

Scaling in Relationship to Neighboring Structures

Scaling of buildings in relationship to neighboring structures and adjacent developments should be considered to promote compatible design.



Variation in Plane and Form

Variation in Plane and Form

Provide variation in plane and form of buildings and resulting adjacent spaces both inside and out with the use of recesses, varied roof lines, pop-outs, positioning and relationships of buildings in all areas visited by the general public and/or office areas.

Project Identity

Building and site development shall incorporate an architectural component that provides an identity to the Project.

Do Not Rely on Landscaping

Building design should not rely on landscaping to soften, buffer or otherwise provide relief for massive building form, but rather it should be used to accent superior architectural designs.



Project Identity



Distinct Visual Link

Establish a distinct visual link in multi-building complexes by using architectural and site design elements to unify the Project.

Break Up Tall Structures

Break up tall structures, 20 feet and greater, by providing different treatments to the lower, middle, and top stories that define these three parts.



Break Up Tall Structures

Avoid Monotony

Avoid monotony and repetition in building elevations and the street scene by incorporating varying building heights, massing, roof lines, design elements, color variation, reveal lines, window treatments, texture and materials, building placement, and landscape.

Avoid Long, Monotonous and Unbroken Building Facades

Avoid long, monotonous and unbroken building facades that repeat the same design element several times along the same elevation without intermittent variations. Building design shall avoid long, uninterrupted facade plain or blank walls. The exterior wall facades shall be varied in depth, direction, and/or significant projections. Facades greater than one hundred (100) feet in length, shall incorporate projections or recesses with a



Avoid Monotony



depth of five to ten feet. Such articulation shall cumulatively account for at least twenty (20) percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred (100) horizontal feet.

Provide Vertical or Horizontal Offsets

Provide vertical or horizontal offsets in the wall surfaces including columns, projections, and recesses.



Vertical and Horizontal Offsets

Fenestration

Fenestration shall be used for functional and programmatic requirements and shall be designed to break up the visual size of the building facade. Door and window openings shall be recessed 2 to 4 inches to further articulate the facade. Buildings which include uses that do not lend themselves to fenestration (e.g., loading areas, warehouse and storage functions) should be designed so that these uses are screened from the public right-of-way.

4.2.3.2 Architectural Elevations and Details

Primary Building Entries

Provide defined recognizable building entrances. Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features.

Elements of a Building

Elements should relate logically to each other, as well as to surrounding buildings in order to enhance the given or potential characteristics of a particular building and area.

Large Sites with Multiple Buildings

Develop and adhere to a consistent design character and style that provides complementary buildings, ancillary structures, and landscape elements in conjunction with these standards.



Primary Building Entry



Discernable Base, Body and Cap

Principal buildings over 20 feet in height should strive to have a clearly discernable base, body, and cap. The cap shall consist of a cornice, parapet, awning canopy or eave. The base and cap shall be clearly distinguishable from the body through changes in color, material, pattern, profile or texture.



Visual Relief

Articulating details should include doorway or entry surrounds, windows, balconies, details such as horizontal bands, recessed or textured design elements, accent windows, awnings, accenting cornice treatments, exposed expansion joints, reveals, change in texture, or other methods of visual relief.

Building Relief

Building relief shall be provided along all facades visible from streets and highways, areas accessible to and visible by the public.

Downspouts

Downspouts should be internalized to avoid external damage and shall drain under walkways to landscape areas, underground storm drain and loading docks to avoid slip hazards.

4.2.3.3 Roofs and Parapets

Integral Part of the Building Design

Roofs should be an integral part of the building design and overall form of the structure and should relate to the general design and nature of other roofs along the street, as well as harmonize with the surrounding development.

Overall Mass

Building roofs should be designed to reduce the overall mass of a structure.



Roofs and Parapet

Varied Roof Lines

The use of varied roof lines is encouraged. Permitted roof styles include gable, vaulted, and hip roofs. Flat roofs are permitted if sufficiently disguised through the use of parapet walls. Superficial application of artificial roof elements, such as a mansard, to disguise a flat roof, should not be used. This does not preclude roof top equipment wells when set behind conventional roof forms.

Form and Materials

Roof forms and materials should be stylistically consistent with the overall design theme of the building.

Avoid Monotony

The monotony of long and large unbroken roofs shall be avoided through the use of gables, dormers, height offsets, or other architectural variations.

Variation in Parapet Height

Variation in parapet height should be used in conjunction with wall relief or as any distinctive feature to break a long horizontal parapet line.

Flat Roof and Parapets

Special attention should be given to the finish of parapets when buildings have flat roofs. Parapets should be finished with cornices, other horizontal decoration and/or clean edges with no visible flashing, depending on the architectural style of the buildings. Distinction must be achieved with enhancements more substantial than a paint band.

Conceal Roof Mounted Equipment

Parapet walls and roof systems shall be designed to conceal all roof-mounted mechanical equipment from view to adjacent properties and public rights-of-way.



Public Art

4.2.3.4 Public Art

Public art is often used as a means of creating consensus and civic pride. It is a means in which to engage a broad and diverse spectrum of people. Typically, public art is used to recognize the city and/or its components by use of historic monuments or displays that illustrate an envisioned environment to establish an identity. Public art adds value to both public and private development as well as infrastructure by creating a sense of community. Public art can provide education but also attracts people closer to the object to promote social gathering and interaction. Public art becomes an identifiable point amongst the urban environment.

Professional Artist/Location

Public art should be created by a recognized, professional artist and shall be subject to approval by the Development Services Department. Selection criteria shall include artistic merit, broad experience as a professional artist, references, experience applicable to the type of project and interest in and understanding of the City and surrounding area. Public art should be properly located so as to receive proper recognition by the viewing public.

4.2.3.5 Color and Materials

Facades

The use of low reflectance, subtle, neutral, or earth tone colors as the predominant colors on the facade is encouraged.

Building Trim and Accent Areas

Building trim and accent areas may feature brighter colors, including primary colors. Applied paint over brick or stone on any part of a building facade or other site elements is discouraged.

Metal Siding

Metal siding as the primary sheathing of the facade is prohibited where visible from the public. Metal may be used as an architectural treatment or aesthetic accent in the form of awnings, trellises, exposed structural beams, and accent relief features such as columns for canopies.



Color and Materials



High Quality Natural Materials

The use of high quality natural building materials such as brick, stone, tinted/textured concrete (filt-up) are appropriate. The following is a list of permitted materials for the building base, body, and cap. Other materials not specifically mentioned may be permitted on a case-by-case basis.

- Building Base: Brick, native stone, manufactured stone or decorative concrete masonry units.
- Building Body: Wood, brick, native stone, manufactured stone, concrete, glass, or stucco. Imitation wood siding, sheet metal, corrugated metal, or other similar metal panels, are considered inappropriate and should be avoided. Mirrored or highly reflective glass is prohibited. Spandrel glass may be used to conceal floor systems.
- Building Cap: The building cap shall consist of materials introduced on the base and/or body of the building. Cornices and parapets shall be distinguishable from the building body by design and profile. Awnings, canopies, and eaves shall generally incorporate alternate color and materials.

4.2.3.6 Furnishings

Site Furnishings

Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed in plazas, at building entrances, open spaces and other pedestrian areas to create a more pedestrian friendly environment. Site furnishings exceeding three feet in height should not block pedestrian access or visibility to plazas, open space areas and/or building entrances and should be made of durable, weather-resistant and vandal-resistant materials. Site furnishings should be depicted on all site plans and landscape plans.



Furnishings

Newspaper Racks, Phone Booths, ATM and Vending Machines

Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

4.2.4 Lighting

4.2.4.1 General Lighting

Safety and Security

All projects shall consider proper lighting for safety and security purposes.

Lighting Fixtures Shield

All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture. Parking area lighting shall be provided pursuant to Section 19.02.110.A.



Lighting Fixtures Shield

Foot-candle Requirements Sidewalks/Building Entrances

Sidewalks shall have a minimum of 2 foot-candlepower of light across their surface. Building entrances and parking lots shall have a minimum of 1 foot-candlepower of light. Lighting standards shall be energy efficient. Based on Mt. Palomar Observatory's Dark Sky Ordinance, all projects will be conditioned to use low pressure sodium.

Outdoor Lighting

All outdoor lighting and utilities, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of metal, unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal proof. Fixtures should be anchored with concrete footing if low voltage lighting is used.

4.2.4.2 Decorative Lighting Standards

Decorative Lights

Although the primary purpose for lighting is nighttime safety and security, when used creatively it can enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. The effective use of lighting will achieve its objective without disturbing adjacent development, roadways, or residences.



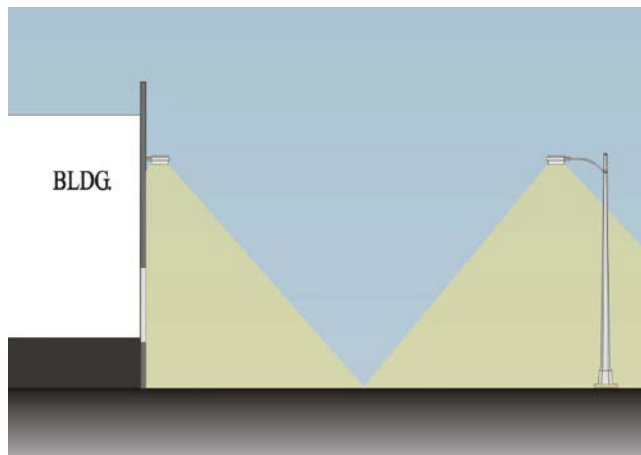
Complimentary Lighting Fixtures

Lighting should contribute to the overall character of the surrounding community, site architecture, or other site features. The fixtures should complement the furnishings, as well as other lighting elements used throughout and surrounding the site, such as pedestrian pathway lighting, and lighting used in adjacent site amenities and the public right-of-way. Any illumination, including free standing or wall-mounted lighting, for security, loading docks, parking areas, or internal roads shall utilize full-cut-off fixtures, and be directed downward and away from adjoining properties and public right-of-way (i.e., bulb/source is not visible above the horizontal plane) as depicted in Figure 4.0-14.



Enhanced Lighting

Figure 4.0-14, Lighting Cut-Off



Monumentation Lighting

Lighting for entry monumentation should illuminate the sign graphics and gently wash the components of the signage with light.

Compatible with Architecture

Lighting should be architecturally compatible with the building and site design. These lights should be low profile and in scale with the setting and can include post lights and light bollards.



Up-Lighting

Up-lighting, such as building washes or roof lighting, is not permitted in the Airport Overlay Zone due to its proximity to March Global Port and with respect to Mt. Palomar Observatory's Dark Sky Ordinance. A limited amount of up-lighting will be allowed at the discretion of the Development Services Department in all other areas of the Perris Valley Commerce Center when used for the purpose of highlighting building entries and specimen landscaping.

Down-Lighting

Where appropriate, design down-lighting on exterior elevations and landscaping as part of the overall architectural style of the building, accenting, highlighting interesting architectural and landscape architectural features.

Accent Lighting

The use of accent lighting is encouraged but should be combined with functional lighting to highlight special focal points, building/site entrances, public art and special landscape features.

High Intensity Lighting

Sites requiring high intensity lighting where high visibility and color retention are important, such as automotive sales lots, are required to switch to an alternative low level lighting of these areas from 11 p.m. until daylight.

4.2.4.3 Parking Lot Lighting

Parking Lot Lighting Required

Parking areas shall have lighting which provides adequate illumination for safety and security.

Foot-candle Requirements Parking Lot

Parking lot lighting fixtures shall maintain a minimum of 1-foot candlepower across the surface of the parking area.

Avoid Conflict with Tree Planting Locations

Parking lot lights shall be located such that they do not conflict or displace intended tree planting locations.

Pole Footings

Pole footings in traffic areas shall be designed and installed such that they protect the light standard from potential vehicular damage. Above grade footing should not exceed 24" in height and should not obstruct walkways.

Front of Buildings and Along Main Drive Aisle

Front of buildings and along main drive aisle shall provide 10-foot candlepower.



4.2.5 Signage Program

4.2.5.1 Sign Program

The purposes of a sign program are to establish uniform sign design guidelines and sign area allocations for all uses and/or buildings on a site, and incorporate specific sign exceptions approved pursuant to City of Perris Zoning Ordinance Chapter 19.75.

Multiple Buildings and/or Tenants

Commercial, offices, industrial complexes, and similar facilities with multiple buildings and/or tenants shall submit a 'sign program' for the placement of on-site signs according to a compatible design that is common to all structures and uses. An application for a sign program shall be approved by the Planning Division.



Multiple Buildings and/or Tenants

Major Roadway Zones/Freeway Corridor

Commercial, offices, industrial complexes, and similar facilities with multiple buildings and/or tenants will be required to include the Perris Valley Commerce Center Logo in their main signage, as well as projects located along the Major Roadway Zones or Freeway Corridor as discussed in Section 4.2.9 and reflected in Figure 4.0-17. Projects along the Freeway Corridor will be required to include the City of Perris Logo or name in the main signage.



Location

Location

Location of signs shall be no closer than 5-feet from the property line and shall be located in a landscaped planter equal to or greater than the area of the sign.

Direct On-Site Traffic Circulation

On-site traffic circulation signage should be organized to effectively direct vehicles to appropriate parking areas.

Monument Signs

Monument signs shall also include the street address number, located such that visibility is not impaired by mature landscaping. They should also incorporate colors, materials and design of primary buildings.



Address Identification Signage

Address Identification Signs shall be twelve-inches high and located on the upper corner of the building wall facing each applicable public right-of-way, pursuant to Section 19.75.

Neon Signage

Neon signage shall only be permitted in commercial zones and must comply with airport restrictions for lighting. See Section 12.0.

Prohibited Signs

Other than Grand Opening Signs as permitted in Municipal Code Section 19.75.090.D, no banners, flags, pennants, balloons, tethered inflatable, signs within public right-of-way, projecting signs or off-site directional signs shall be permitted.



Rooftop Addressing

4.2.6 Walls/Fences

Specific Purpose

Walls and fences are generally used for security purposes and to screen areas from public view. Although walls may be necessary, their design should provide variety and visual interest. If there is not a specific purpose for their use, they should not be utilized.

Materials

Walls and fences should be designed and constructed of materials similar to and compatible with the overall design character and style of the development. Permitted materials include split-face masonry, stone veneer, brick, slump, block, wrought iron or tubular steel, as well as a combination of wrought iron and tubular steel with masonry columns. Vinyl fencing is only acceptable in residential zones.

Avoid Long Expanses of Monotone Fence/Wall Surfaces

Long expanses of fence or wall surfaces should be architecturally designed to prevent monotony. Design features should include:

- Varied heights, wall plain offsets, and angles.
- Pilasters or distinctive elements.
- Accent capping, trim, reveals.
- Changes of material and finishes where appropriate.
- Trellis/vine panels, landscape pockets

Most Walls Not Permitted within Street Side Landscaping Setback

Most walls are not permitted within street side landscaping setback areas except for low-profile parking lot screen walls or garden walls. These walls will be limited to a street side visible height of 30 inches. When security fencing is required along the street side landscape setback area, it should be constructed of wrought iron, tubular steel or similar material supported by masonry columns.

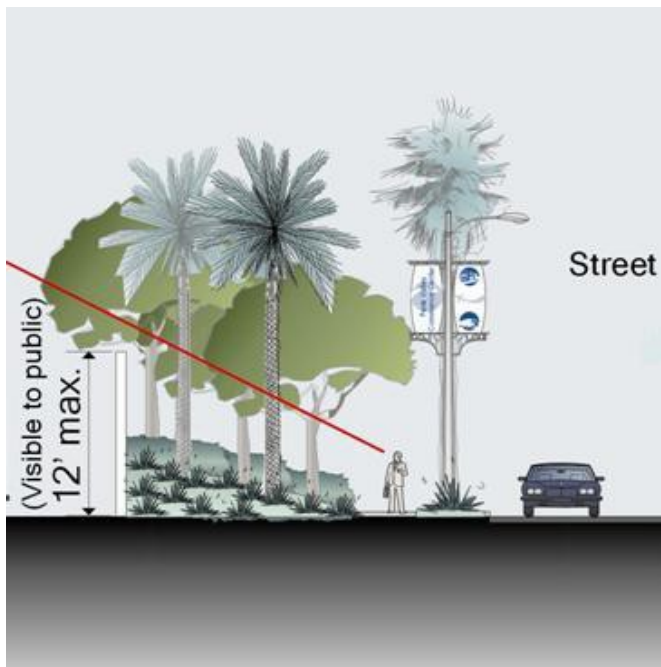


Walls Permitted in Street Side Landscape Setback

Height

Effectively soften screen wall height and mass with earthen berms and dense landscaping as shown in Figure 4.0-15. The intent is to give walls the appearance of being as low and unobtrusive as possible while performing their screening and security functions. The height of screen walls along street frontages should not exceed the maximum height necessary to effectively serve their purpose and should not appear to exceed a height of 8 feet when viewed from the public right-of-way unless otherwise approved by the City Planning Division, and in no case shall the wall/structure itself exceed 12 feet.

Figure 4.0-15, Screen Wall with Berming



Gates Visible From Public Areas

Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, wrought iron, tubular steel, or similar material when needed to serve the needs of security or screening.

Prohibited Materials

No chain-link (with or without grapestake or vinyl inserts), barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are permitted.



4.2.7 Utilities

Utility Connections and Meters

All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where deemed appropriate or necessary by the building official. To the greatest extent possible, these utility connections should be integrated into the building or the architectural design.

Pad-Mounted Transformers and Meter Box Locations

Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, unless waived by the City Engineer.

Electrical, Telephone, CATV and Similar Service Wires and Cables

All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground.

Electrical Transmission Lines

Electrical transmission lines 66kv and less shall be installed underground.

All Equipment Shall be Internalized

All equipment shall be internalized into the building design to the greatest extent possible. When unfeasible, they shall be screened and not prominently visible from public rights-of-way.



Built in Utility Equipment Room



4.2.8 Residential Buffer Development Standards and Guidelines

There are two existing residential communities located within the boundary of the Perris Valley Commerce Center and one that abuts the Specific Plan boundary as depicted in Figure 4.0-16. To recognize and blend with those communities, a Residential Buffer Zone has been established for proposed industrial, commercial and business professional office development abutting existing or proposed residential development.

50-Foot Setback

A 50-foot setback is required for commercial, industrial and business professional office developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback include landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department.

Hours of Operation

Depending on the type of use and activities proposed by the industrial, commercial or professional/office development, the Development Services Department may impose restrictions on hours of operation for construction, as well as business operation.

Direct Lighting Away from Residential

All project lighting must be directed away from residential areas.

Screening

Proposed industrial, commercial or professional/office developments will need to screen operation for residential view through landscape and/or wall screening.

Sound Walls

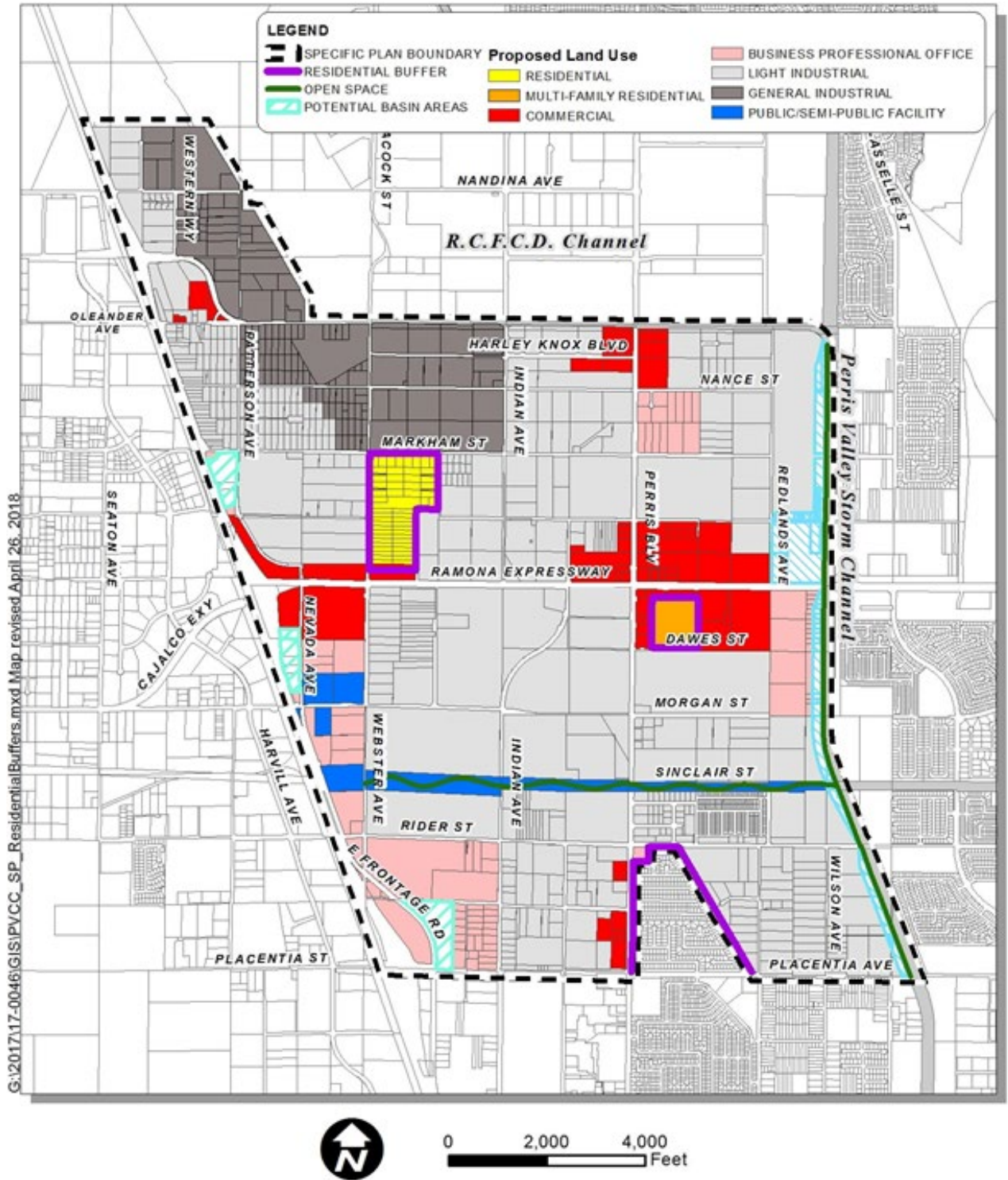
Sound walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development, as well as be constructed in the first phase of development to help shield residents from construction noise.

Other Restrictions May Be Required Based on Actual Use

Depending on proposed use, an Air Quality Study and/or Health Risk Assessment may be required to determine project viability located adjacent to residences.



Figure 4.0-16, Residential Buffer



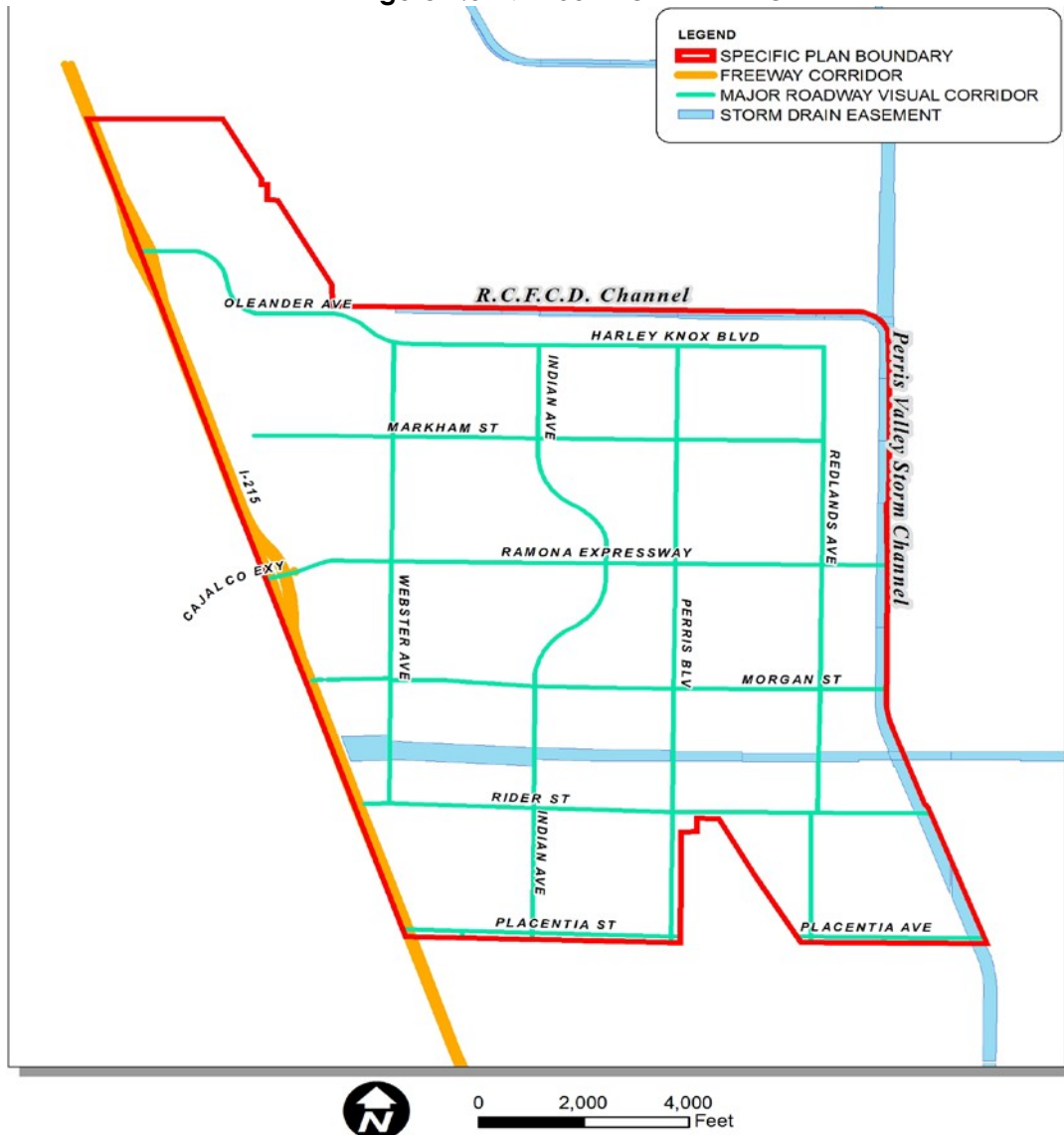


4.2.9 Visual Overlay Zone Development Standards and Guidelines

The first view of the Perris Valley Commerce Center will be afforded to motorists traveling along the Interstate-215 Freeway and along major roadways within the Commerce Center as reflected in Figure 4.0-17. The City's goal is to provide travelers with the impression of a high caliber, well planned industrial community. This sense of quality shall be reinforced when traveling through the landscaped thoroughfares.

These guidelines are provided to enhance the "Visual Zone" along Interstate-215 and major roadways inside and adjacent to the Commerce Center. These zones include the field of vision from the roadway to the buildings within the Commerce Center. An emphasis will be placed on these "Visual Zones" to ensure the aesthetic enhancements for these crucially important areas.

Figure 4.0-17 VISUAL OVERLAY ZONE





4.2.9.1 Freeway Corridor

The Guidelines are designed to create a sense of arrival into the Perris Valley Commerce Center. The corridor is defined as 100-feet from the Interstate-215 Freeway right-of-way.

Orientation

Placement of buildings should be oriented toward the freeway to the greatest extent possible.

Architectural Enhancements

360 degree architectural enhancements are required for all buildings abutting the freeway (or frontage road) that do not orient toward the freeway.

Rear Building Elevations

Rear building elevations visible from the freeway corridor should provide "decorative" roof elements around the entire building. Roof elements may be combined with wall or other roof elements which will work together on all sides of the building.

Outdoor Storage

Outdoor storage is not permitted unless fully enclosed and screened from freeway view.

Screening

Screening walls need to be combined with landscaping.

Anti-Graffiti Protection

All walls, building sides, and fences shall be covered with anti-graffiti coating.

Signage

Major signage along the freeway corridor shall include the City of Perris logo or name. Monument signs throughout the remaining areas of the Specific Plan shall use the PVCC logo.

Lighting

Decorative accent lighting designed according to PVCC standards is highly encouraged.

Windows

Avoid window materials that have reflective quality when positioned at freeway level or higher.

Wall/Fences

Any walls or fences visible from the freeway shall be decorative in nature, as well as functional.

Billboards

No billboards are permitted in the Freeway Corridor. No building permit shall be issued for any new development or expansion of an existing development on any site upon which an existing billboard is located.

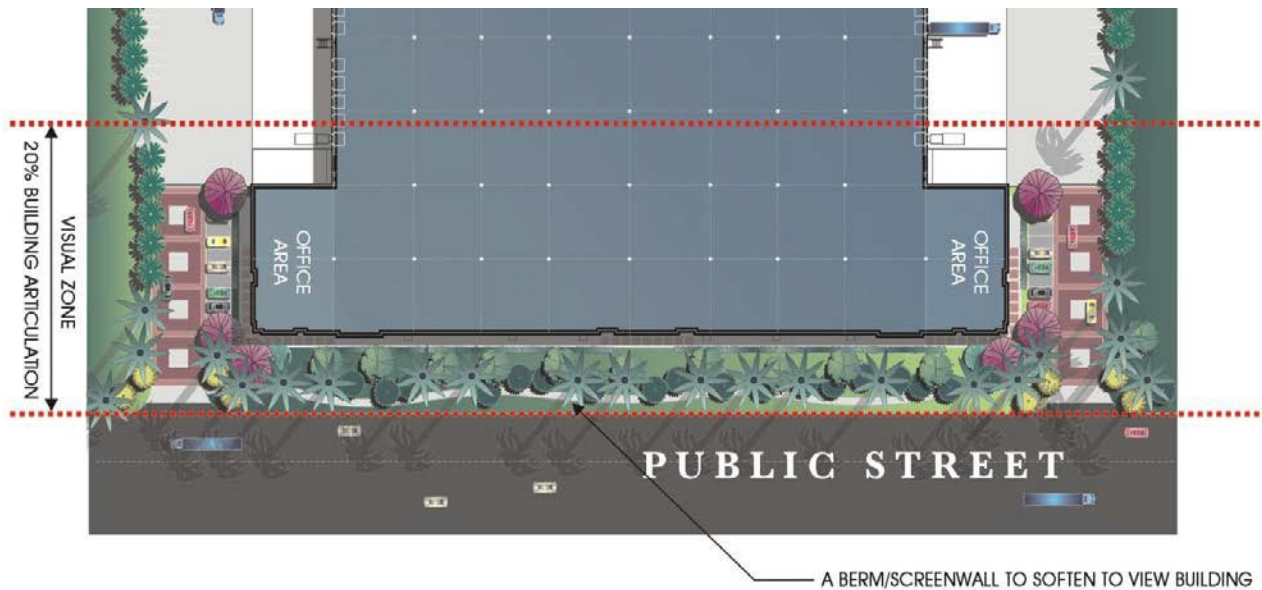
Line of Sight Study

The City may require a Line of Sight Study be provided for any development project within the Freeway Overlay Zone to determine that the views from the Freeway Corridor meet the City's visual goal.

4.2.9.2 Major Roadway Visual Zones

It is important to note that it is not the intent of this design perspective to de-emphasize the importance of architectural treatment on all sides of a building. The intent is to enhance the public right-of-way. This viewshed and public areas with the most visibility and access shall be considered the "Visual Zone" as depicted in Figure 4.0-18. Site design should strive to place considerable attention to aesthetics in the visual zone. The visual zones are for Primary and Secondary Arterials, as well as Expressways. While parking in front of buildings should be limited to the greatest extent possible, when buildings must be face a public roadway with parking, berms and enhanced landscape treatments should be used creating a greater aesthetic appearance.

Figure 4.0-18, Visual Zone



Quality Architectural Presence

A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.



Full Building Articulation and Enhancement

Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.

Figure 4.0-19, Full Building Articulation



Integrated Screenwall Designs

Screenwall designs shall be integrated with accent landscaping.

Enhanced Landscape Setback Areas

Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.

Enhanced Entry Treatment

Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.

Entry Point

Entry plazas and/or significant architectural features or public art shall be used as a focal point.

Screening, Loading and Service Areas

Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.

Limit or Eliminate Landscaping Along Side or Rear Setbacks

To achieve greater front yard landscaping, landscaping along side or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided, but may be consolidated towards the Visual Zone areas.

Uplight Trees and Other Landscape

Trees and other landscape features shall be illuminated by concealed "uplight" fixtures along major collector roads. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.

Landscaped Accent Along Building Foundation

Accent landscaping shall be used along building foundation.

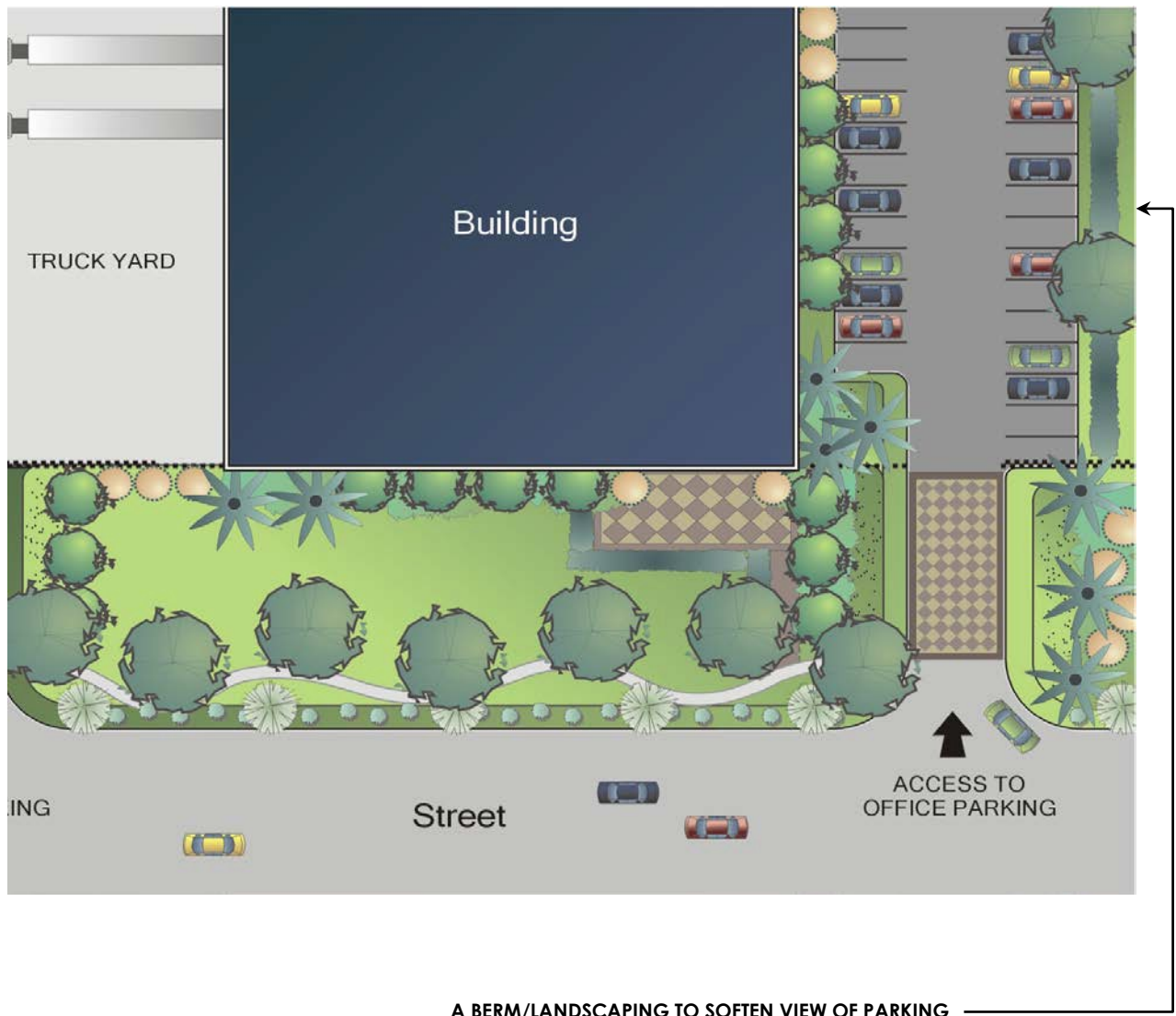
Heavily Landscape Parking Lot

If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.

Limited Parking Fields

Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20.

4.0-20, Limited Parking Fields





5.0 OFF-SITE DESIGN STANDARDS AND GUIDELINES

5.1 General Off-Site Design Standards and Guidelines

The following are standards and guidelines to provide off-site vehicular circulation, truck route, bus, trail, bicycle, water, sewer, recycled water and storm drain.

5.2 Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

The Perris Valley Commerce Center Circulation Plan establishes the general alignments and right-of-way sections to safely meet the transportation needs of its residents, businesses, and visitors. The improvements required for development of individual projects along segments of roadways identified on the Circulation Plan will be confirmed at the development stage.

Roadway Design Requirements

All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 below, or as otherwise approved by the City Engineer.

Table 5.0-1, Roadway Design Requirements and Intersection Spacing

		Road Type						
		Local	Collector	Major Collector	Secondary Arterial (Painted Median)	Secondary Arterial (Raised Median)	Arterial	Expressway
Traffic Index		5.5	7.0	8.0	10.0	10.0	10.5	11.0
Right-of-Way (b)		60'	66'	78'	94'	94'	128'	184'
Curb to Curb		40'	44'	56'	64'	70'	94'	134'
Minimum Radii (Horizontal)	Predominantly Flat	300'	600'	850'	1400'	1400'	2400'	3200'
Minimum Grade (%)	Predominantly Flat	4%	4%	4%	3%	3%	3%	3%
Preferred Design Speed	Predominantly Flat	30	35	40	50	50	60	65
Intersection Intervals(c)		200'	330' (a)	330' (a)	660' (a)	660' (a)	1320' (a)	2640' (a)

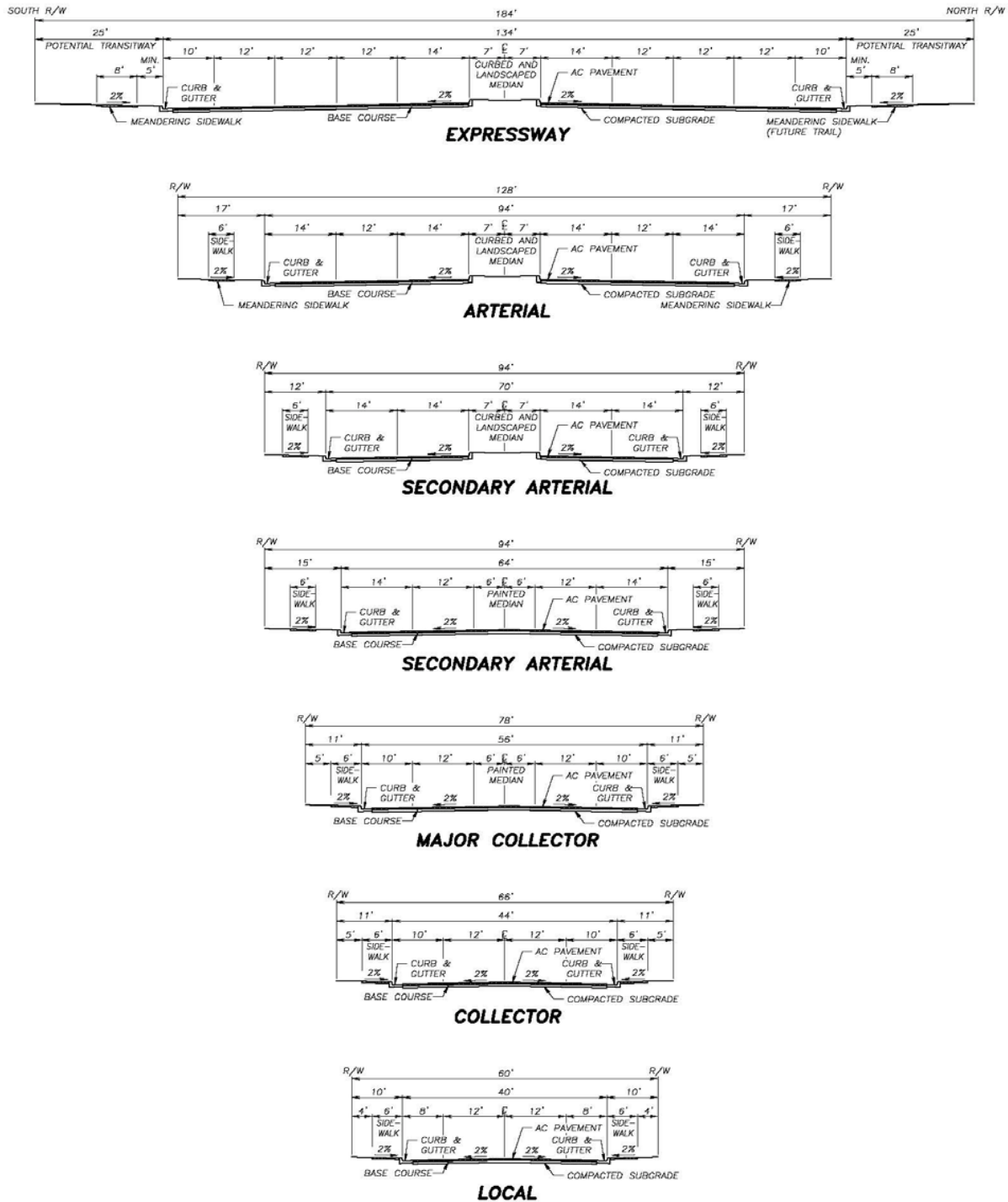
Note

- a) Residential access prohibited. Commercial/Industrial driveway access as determined by City Engineer.
- b) Additional right-of-way required at intersections to accommodate dual left turns. Additional right-of-way may be required on opposite side of intersection to align through lanes.
- c) All major intersections along designated truck routes shall be concrete section for a minimum of 150' on either side of centerline.

Cross-Sections

All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 below.

Figure 5.0-1, Typical Street Cross-Sections





Lane Requirements/Expanded Intersections

All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 below and provide expanded intersections as depicted in Figures 5.0-2a to Figure 5.0-2d. Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in **Table 5.0-2**.

Table 5.0-2, Lane Requirements

Classification	# of Through Lanes Along Segment	Intersection Turn Lanes Required for Intersection with Secondary Arterial and Greater	
		Left	Right
Expressway	8	2	1
Arterial*	6	2	1
Secondary Arterial*	4	1	1
Collector	2	1	0

*Double left turn lanes may be required as directed by City Engineer

Figure 5.0-2a, Expanded Intersection – Expressway

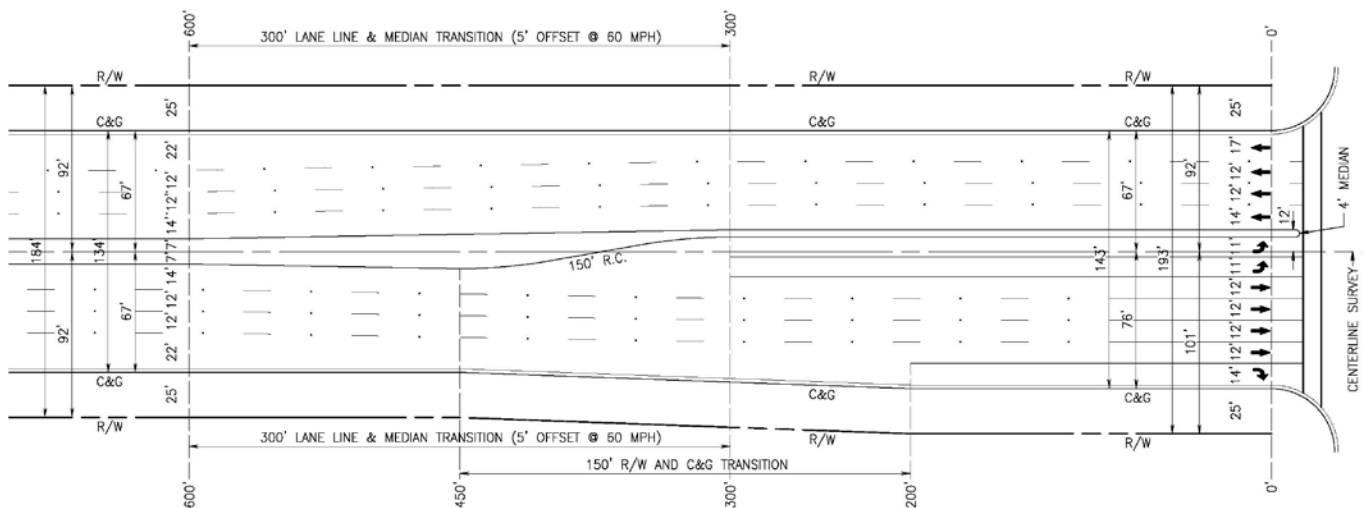


Figure 5.0-2b, Expanded Intersection – Arterial

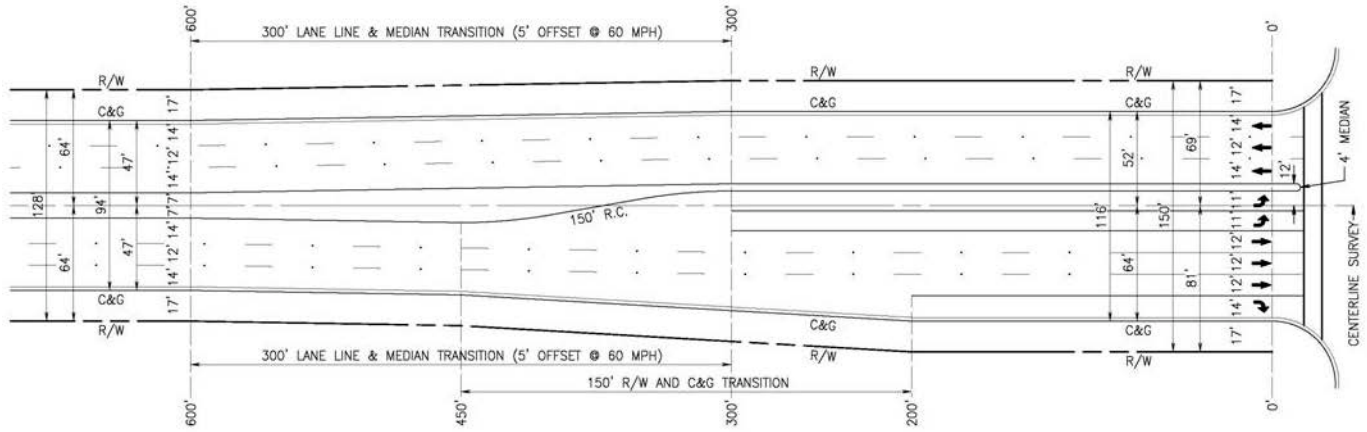


Figure 5.0-2c, Expanded Intersection – Secondary Arterial (Raised Median)

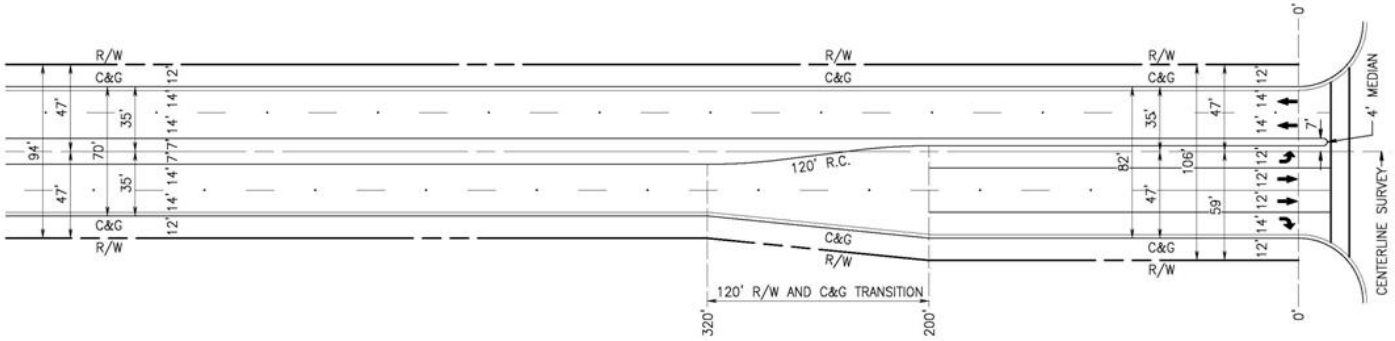
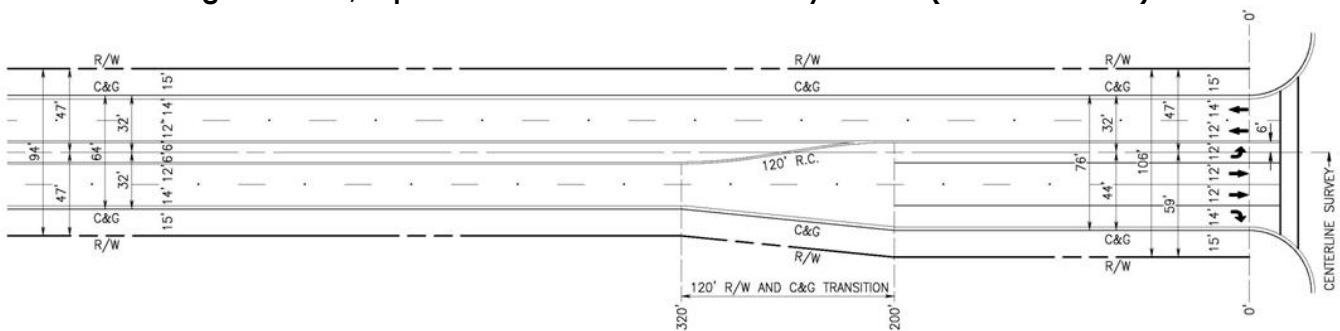


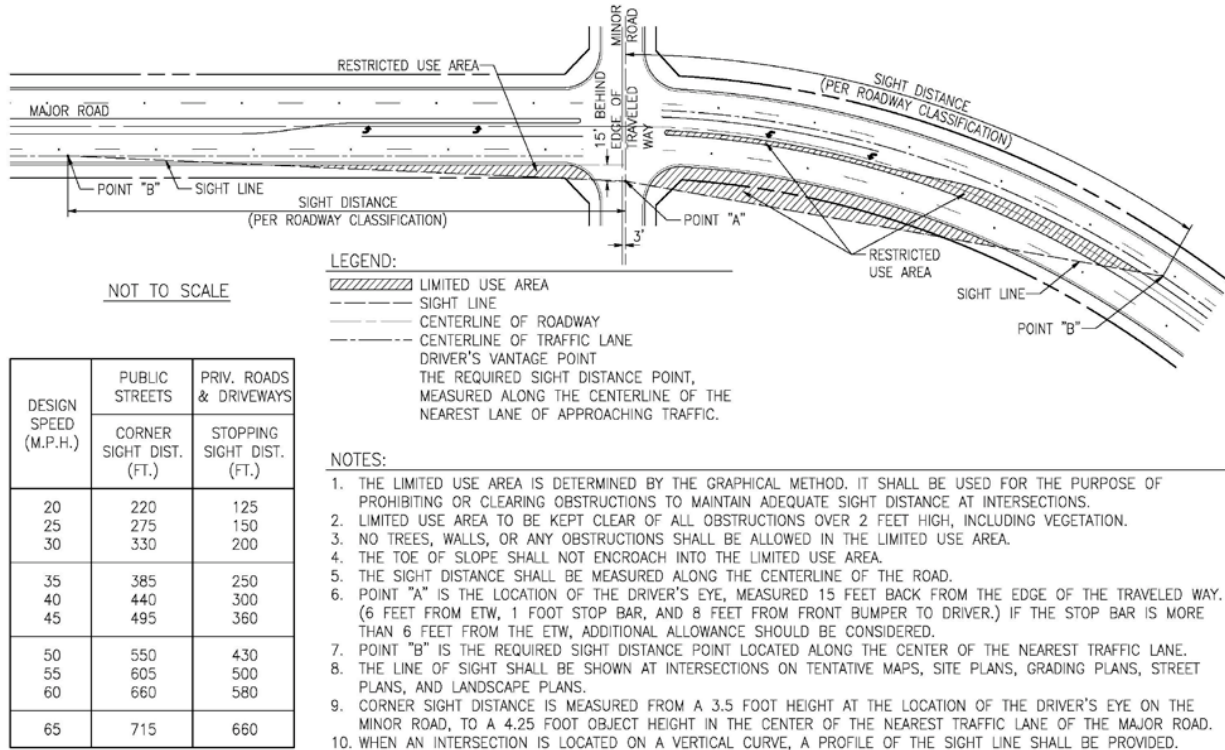
Figure 5.0-2d, Expanded Intersection – Secondary Arterial (Painted Median)



Intersection Sight Distance

Intersections, including driveways, shall comply with required site distance as shown below in Figure 5.0-3.

Figure 5.0-3, Intersection Sight Distance





Streetscapes

Refer to Section 6.2.1 for Streetscapes.

Traffic Signal Interconnect

Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduits shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter shall be traffic bearing type.

No Textured Pavement Within City Right-of-Way

No textured pavement accents will be permitted within the City maintained rights-of-way, unless part of a gateway entry (as described below), mid-block crossing of MWD Trail or otherwise approved by the City Engineer.

Gateway Entries

The gateway entries as shown in Figure 5.0-4, have been strategically located at the entries into the specific plan at key intersections. The design for these gateways will include a consistent application of elements, all within the street rights-of-way, such as landscaping, signage on one or both sides of the street, walls/fencing and lighting within the designated monumentation area as depicted on Figures 5.0-5a through Figure 5.0-5d.

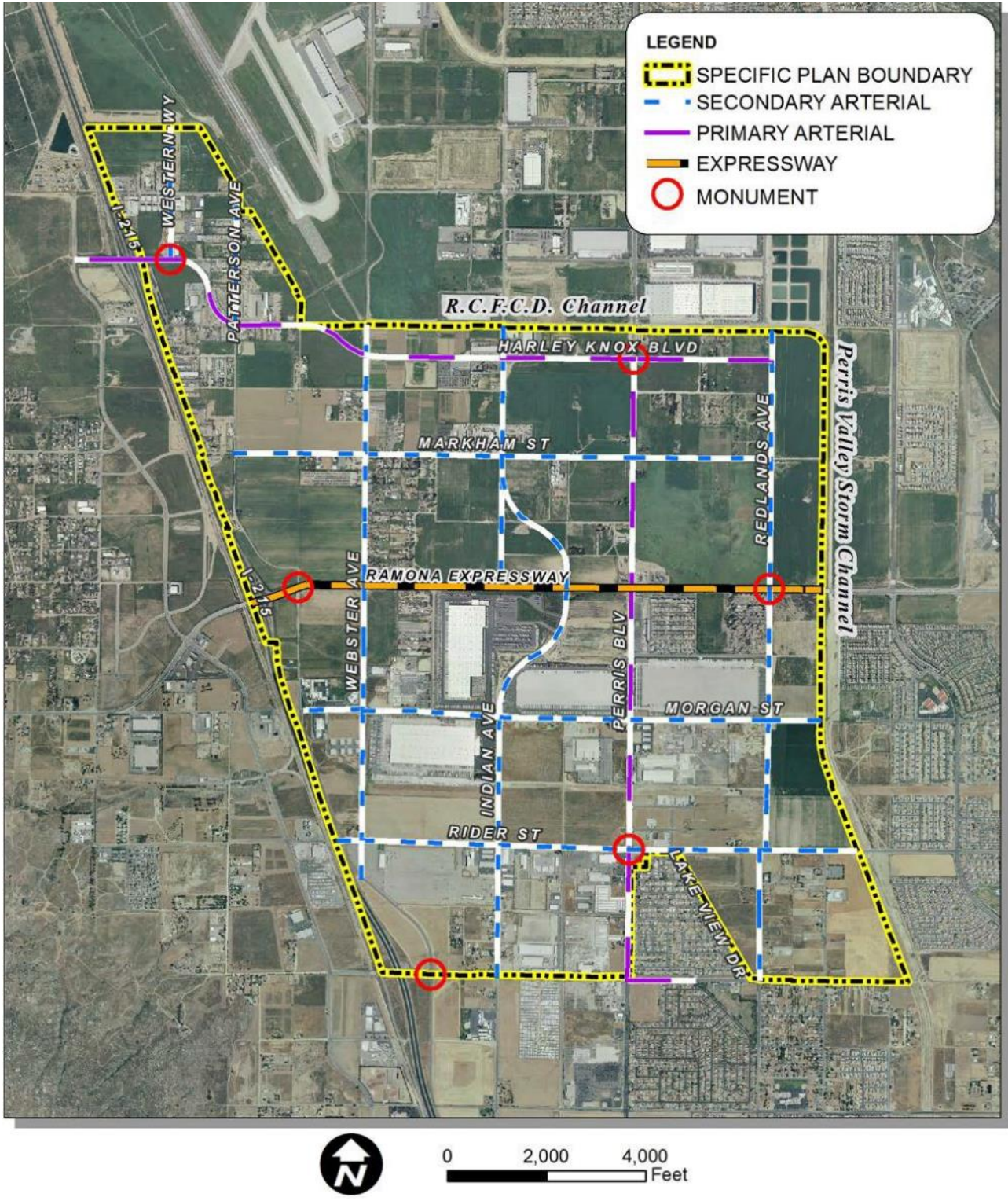
Nuisance Storm Flows

Roadway intersections shall be free of nuisance water by providing storm drain for nuisance flows within the landscape median.

Inverted Median

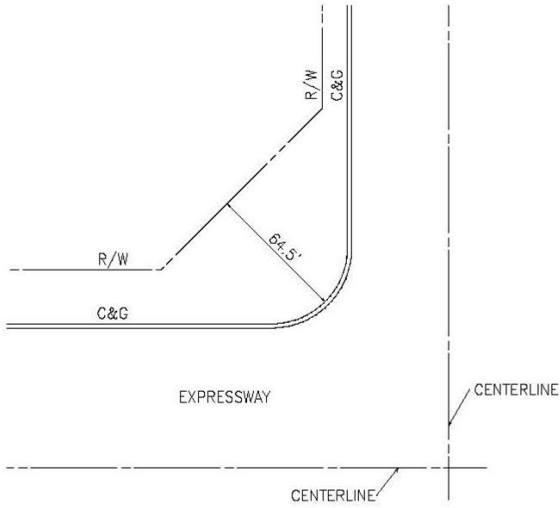
Along all public roadways with a median, an inverted median shall be used to the extent possible to treat landscape pollutants in medians and be connected to the storm drain, providing there is no negative impacts to the proposed median landscaping.

Figure 5.0-4, Community Entry

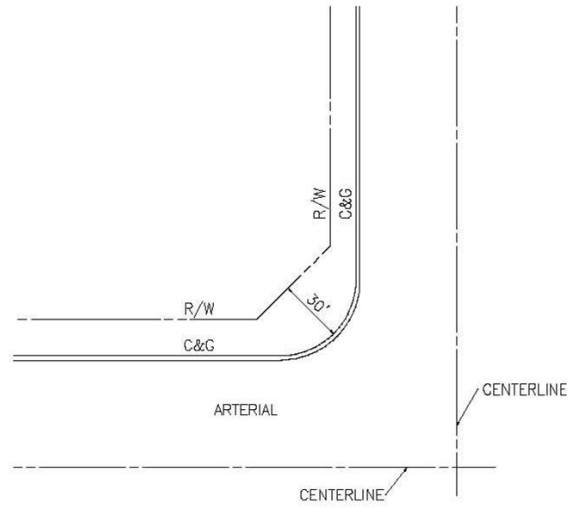




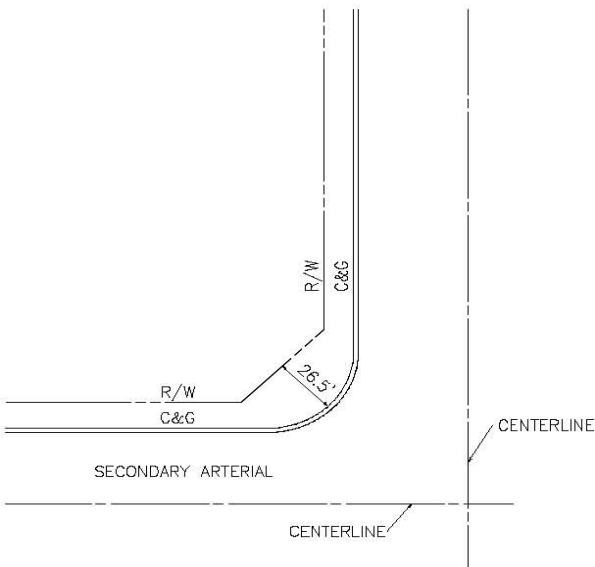
**Figure 5.0-5a,
Monumentation Detail 184' Expressway**



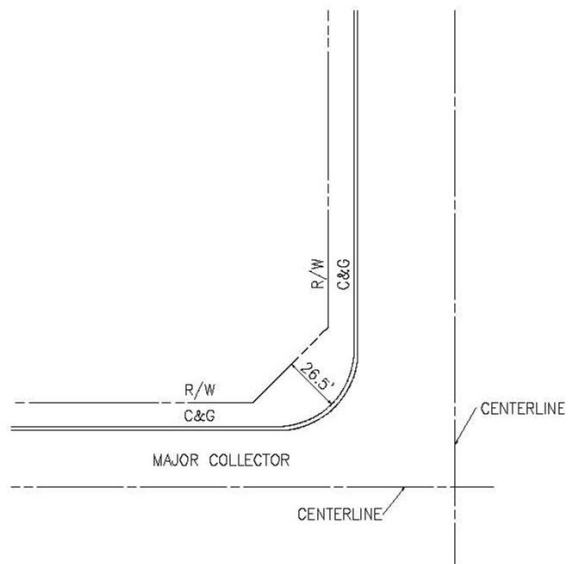
**Figure 5.0-5b,
Monumentation Detail 128' Arterial**



**Figure 5.0-5c,
Monumentation Detail 94' Secondary Arterial**



**Figure 5.0-5d,
Monumentation Detail 78' Major Collector**





5.2.2 Truck Route Standards and Guidelines

Special design considerations shall be given to roadways designated as truck routes. These special considerations should include, but are not limited to the following:

Establish Truck Routes

Routes in which large trucks will travel will be established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 for City established truck routes.

Interim Truck Routes

Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.

Large Turning Radius

A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50-feet being the preferred driveway turning radius.

Concrete Intersections and Approaches

All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.

Increased Stacking

Typical staking distance at turn pockets is 200-feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.

Acceleration/Deceleration Lanes

Acceleration, deceleration, as well as right turn lanes may be required to prevent traffic congestion at truck entrances and exits.

Mitigation Measures

Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.



5.2.3 Bus Standards and Guidelines

Projects Along Identified Routes

Projects located along existing and/or future bus routes are encouraged to coordinate with RTA early in the process to determine transit requirements such as location, bus turnouts and seating and shelters. Refer to Figure 3.0-4 for existing routes. Refer to RTA's, *Design Guidelines for Bus Transit* (<http://www.riversidetransit.com/about/guidelines.htm>).

Additional Public Right-of-Way

Additional public right-of-way may be required to accommodate the bus turnout and the minimum sidewalk requirement.

Bus Stops at Commercial Centers

Bus stops should be provided at large commercial centers located along existing and future bus routes. Bus stops should be designed to allow convenient access by transit which includes a covered shelter, trash receptacle and safety lighting in accordance with the City's selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops. Refer to RTA's, *Design Guidelines for Bus Transit* for additional design criteria.

Bus Stops at Large Employment Centers

Bus stops should be provided at large employment centers located along existing and future bus routes which include covered shelters, trash receptacle, and safety lighting in accordance with the City selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops. Refer to RTA's, *Design Guidelines for Bus Transit* for additional design criteria.



Bus Standards and Guidelines

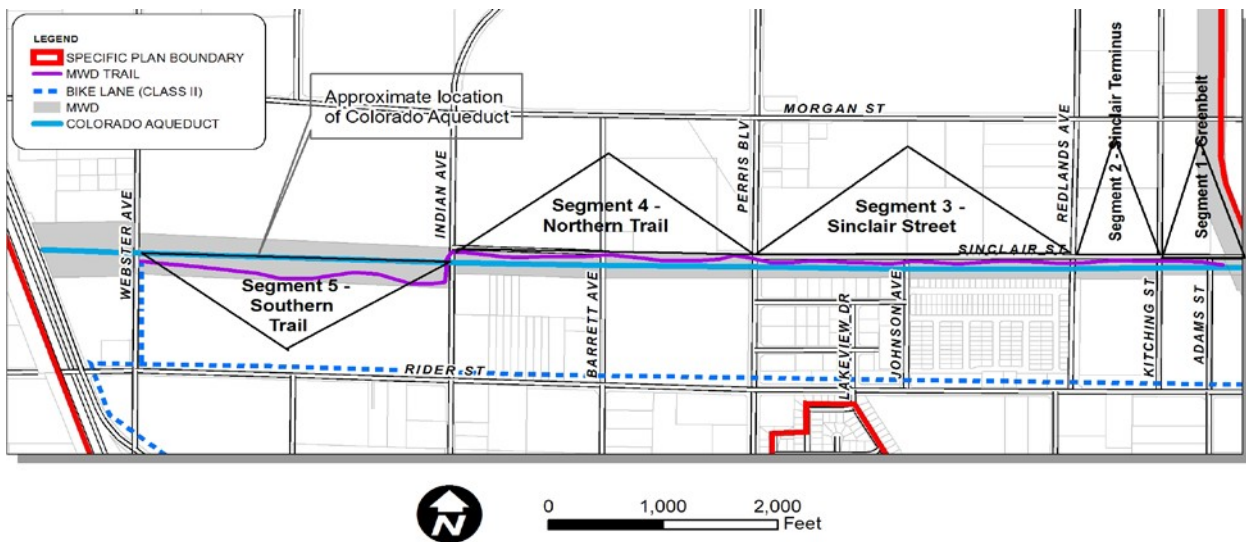
5.3 Off-Site Non-Vehicular Circulation

5.3.1 Trail Standards and Guidelines

MWD Trail

All development projects adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail. Refer to Figure 5.0-6a through Figure 5.0-6c. For MWD Trail Landscape Standards and Guidelines, refer to Section 6.2.3.

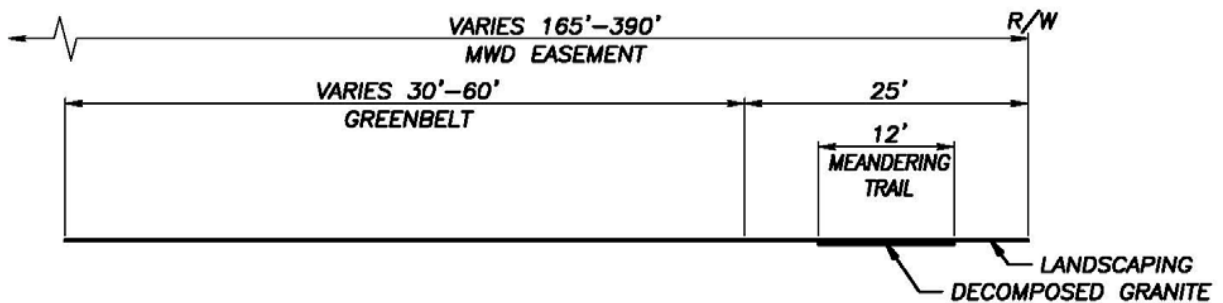
Figure 5.0-6, MWD Trail



Segment 1 – Greenbelt (Figure 5.0-6a)

Segment 1 will eventually link the Perris Valley Channel trail with the MWD trail. There is an existing roadway dedication for Sinclair Street all the way to the channel. Because the road will not serve future circulation, it will be used to supplement the MWD trail with a greenbelt and a circular like turnaround.

Figure 5.0-6a, Segment 1 – Greenbelt





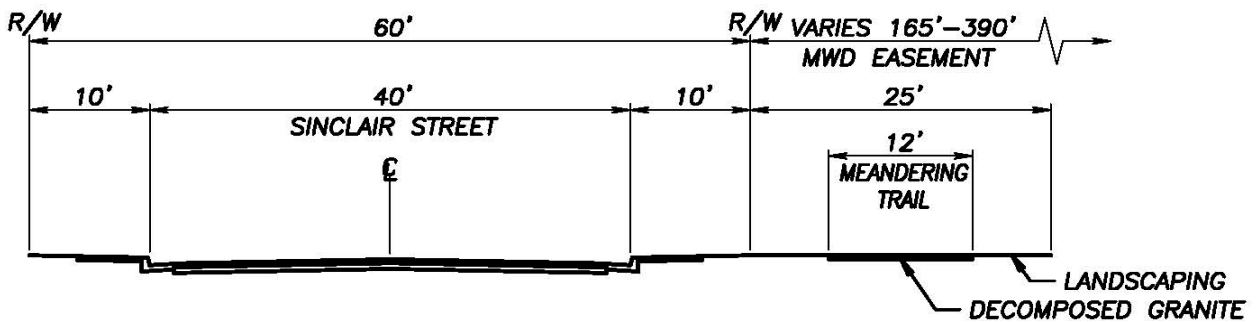
Segment 2 – Sinclair Terminus

Segment 2 anticipates the terminus of Sinclair Street in the event the access needs to be provided to existing parcels between the channel and Redlands Avenue. The City will determine if the road section or the length of extension necessary to service property owners to the south of Redlands can be eliminated. If the road section is eliminated, the section for Segment 1 will apply.

Segment 3 – Sinclair Street (Figure 5.0-6b)

Sinclair Street is an existing road. To further improve the MWD Trail, this segment of road width has been enhanced with the landscape along the parkway in Sinclair which abuts the proposed MWD trail located on the north side of the MWD easement.

Figure 5.0-6b, Segment 3 – Sinclair Street



Segment 4 – Northern Trail (Figure 5.0-6c)

Segment 4 is located along the northerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 4:

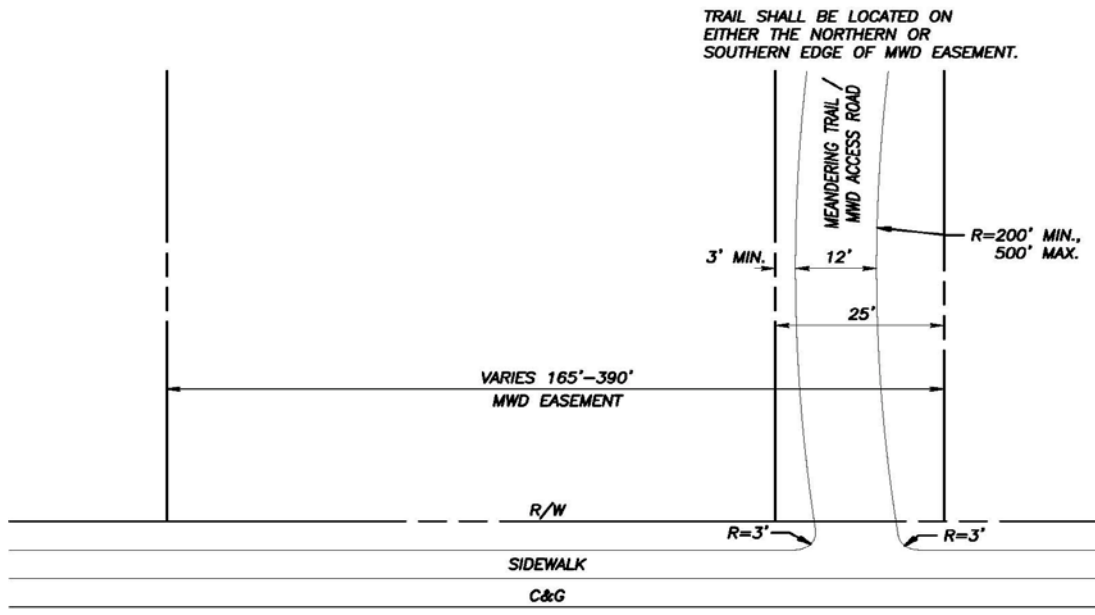
- Trail should be located on the north side of the pipeline.
- 25-foot meandering trail.

Segment 5 – Southern Trail (Figure 5.0-6c)

Segment 5 is located along the southerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 5:

- Trail should be located on the south side of the pipeline.
- 25-foot meandering trail.

Figure 5.0-6c, Segment 4 – Northern Trail/ Segment 5 – Southern Trail



Traffic Control

Traffic Control must be provided at the trail crossing at each intersection with public roadway.

- Trail must be handicapped accessible.
- Driveway approach shall be provided from public roadways.

Perris Valley Storm Channel Trail

The Perris Valley Channel Trail (Figure 5.0-7) shall be constructed in accordance with the San Jacinto River Plan. Project proponents may either construct according to the said guidelines or contribute funds in lieu of construction. Projects adjacent to the future trail shall set aside enough land to ensure its proper development.

Figure 5.0-7, Perris Valley Storm Channel Trail



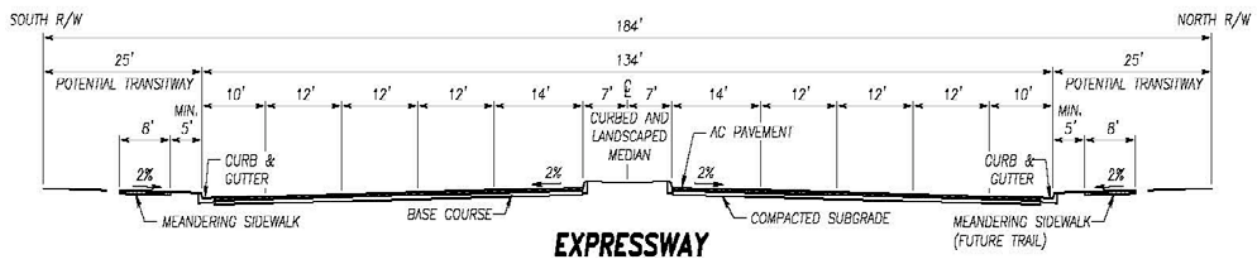
Ramona Expressway Regional Trail

The future Ramona Expressway Regional trail shall be located on the north side of the Ramona Expressway as depicted in Figure 5.0-8. Trail shall be developed in accordance with the following section depicted as Figure 5.0-9.

Figure 5.0-8, Ramona Expressway Regional Trail



Figure 5.0-9, Ramona Expressway Cross-Section

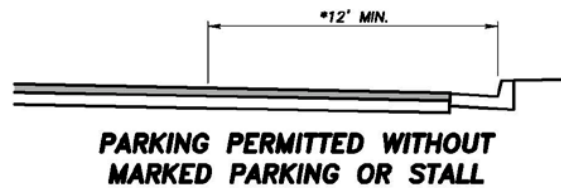
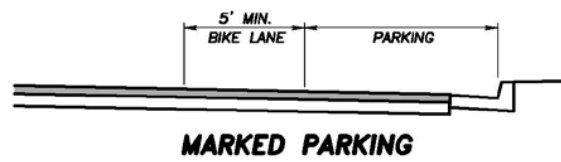


5.3.2 Bicycle Standards and Guidelines

Class II Bike Lanes

The City of Perris bike trail design standards are based on Caltrans Highway Design Manual, Bikeway Planning and Design Standards. Trail development within the Perris Valley Commerce Center Specific Plan will utilize design criteria found in the Perris Parks and Recreation Master Plan.

Figure 5.0-10, Typical Class II Bike Lane Cross Section



**13' IS RECOMMENDED WHERE THERE IS SUBSTANTIAL PARKING OR TURNOVER OF PARKED CARS IS HIGH (E.G. COMMERCIAL AREAS).*





5.4 Off-Site Infrastructure Standards

5.4.1 Water Standards and Guidelines

Design Standards

All waterlines shall be designed and located per Eastern Municipal Water District (EMWD) standards. All waterline facilities shall require the approval of both EMWD and the City of Perris.

Water Supply Assessment

Individual projects will be required to comply with Senate Bill 610 and 221 for the preparation of a Water Supply Assessment as follows:

- Retail shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- Hotel/Motel having more than 500 rooms.
- Industrial, manufacturing or processing plants and industrial parks housing more than 1,000 persons, occupying more than 40 acres of land or having more than 650,000 square feet of floor area.

Plan of Service

Developers are advised to coordinate with EMWD to determine water service requirements through EMWD's Plan of Service process.

Fire Protection

All water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department.

Irrigation Water Demand

Developers shall provide information that estimates a project's irrigation water demand, and submit conceptual landscape/irrigation conceptual plans to EMWD for review during the plan of service process.

Conservation Measures

Conservation measures will be incorporated into the project including water saving devices and systems.

Existing Facility Relocation

Relocation of existing water facilities will require coordination with and approval by EMWD. All relocation costs shall be incurred by the development.

Inspection

All waterlines shall be placed underground and inspected by EMWD and the City of Perris.



5.4.2 Sewer Standards and Guidelines

Design Standards

All sewer lines shall be designed and located per EMWD standards. All sewer facilities shall be require the approval of both EMWD and the City of Perris.

Plan of Service

Developers are advised to coordinate with EMWD to determine sewer service requirements through EMWD's Plan of Service process.

Existing Sewer Lines May be Relocated to Facilitate Development

Relocation of existing sewer facilities will require coordination with and approval by EMWD. All relocation costs shall be incurred by the development.

On-Site Sewage Disposal Systems

On-site sewage disposal systems are prohibited for all non-residential land uses, unless otherwise approved by the City Engineer

5.4.3 Recycled Water Standards and Guidelines

Recycled Water Candidates

Projects located within one mile of existing EMWD recycled water facilities and require more than 3,000 s.f. of landscape are potential recycled water candidates. EMWD should be contacted early in the development process to determine if a recycled water connection will be required or if recycled water facilities need to be constructed.

On-Site Recycled Waterline

All projects within the Perris Valley Specific Plan area will be required to install on-site recycled waterlines (purple pipe) and an irrigation meter for connection to existing or future recycled facilities.

5.4.4 Storm Drain Standards and Guidelines

Riverside County Flood Control and Water Conservation District Standard

Drainage and flood control facilities shall be provided in accordance with the City of Perris standards which are based on Riverside County Flood Control and Water Conservation District Standards.

Collect and Discharge Storm Water

Storm drain facilities shall be designed to collect and discharge storm water runoff without damage to streets or adjacent properties.



FEMA Floodplain

All projects within a designated FEMA Floodplain should adhere to all local and federal ordinances for developing within a FEMA Floodplain. Refer to Figure 3.0-10.

San Jacinto River

The intent of the San Jacinto River Plan is to achieve a balance between resource protection and reasonable economic development by creating higher development standards for projects posing potential impacts to the San Jacinto River. Once the Perris Valley Master Drainage Plan has been updated, projects will be required to meet these guidelines. In the meantime, all projects shall adhere to the adopted interim development criteria for the San Jacinto River.

On-site Retention

Installation of a nuisance storm drain line within landscaped median is required where possible or where storm drain is available.



6.0 LANDSCAPE STANDARDS AND GUIDELINES

6.1 On-Site Landscape General Requirements

Unspecified Uses

All areas not devoted to parking, drive isles, buildings or operational areas shall be landscaped and permanently maintained.

Perimeter Landscape

All buildings should have perimeter landscape, except where loading docks, plazas and entries would interrupt planting. Landscape areas shall be provided on all sides of buildings visible to the public.



Perimeter Landscape



Street Entries

Street Entries

Street entries into development sites shall be designed with landscaping and/or architectural features that project a high quality image for the development.

Slopes

Cut slopes are level areas in the landscape formed by cutting into a slope and adding a retaining wall to create stability while fill slopes are the surface formed from earth deposited to build a road or trail. Cut slopes that are equal to or greater than three (3) feet in vertical height and fill slopes equal to or greater than five (5) feet in vertical height, shall be planted with a ground cover to protect the slope from erosion and instability. Slopes exceeding three (3) feet in vertical height shall be planted with shrubs spaced not more than ten (10) feet on center or with trees spaced not to exceed 30 feet on center, or with a combination of shrubs and trees at equivalent spacing, in addition to the groundcover.

Main Entries, Plaza, Courtyards

Trees and shrubs should be used near the main entries of buildings, pedestrian plazas, and courtyards. Large specimen trees are encouraged.



Main Entries, Plaza, Courtyards

Maintenance Intensive/Litter Producing Trees Discouraged

Trees that produce litter, are shallow rooted or have other maintenance intensive characteristics are not encouraged for use in parking areas, pedestrian plazas, or courtyards.

Avoid Interference with Project Lighting/Utilities/Emergency Apparatus

Landscaping should not interfere with the lighting of the project area or restrict access to utilities (i.e. electrical boxes, meters, etc.) or emergency apparatus (i.e. fire hydrants or fire department connections).



Scale of Landscape

Landscaping should be kept in scale with adjacent buildings and shall be maintained at an appropriate size at maturity.

Planters and Pots

The use of planters and pots in the building recesses and adjacent to the exterior walls is encouraged. Pot and planter materials should complement the architectural style, texture, and color of the building and should be properly irrigated and drained.



Planters and Pots

MWD Trail Buffer

Properties immediately south of the trail (from Indian Avenue to Webster Avenue) and to the north (from Indian Avenue to the Perris Valley Storm Channel) are encouraged to provide a minimum 10-foot landscape buffer strip planted with large trees to compliment the trail and provide shade. Refer to Figure 5.0-6.

6.1.1 On-Site Landscape Screening

Plant Screening Maturity

Plant materials specified to be used for screening purposes such as trash enclosure, transformers or loading areas, should reach maturity within three years of installation.

Screenwall Planting

Screenwalls shall be made more aesthetically pleasing with the incorporation of plant material and vines.

Trash Enclosures

Trash enclosures shall be visually enhanced by screening and softening with landscaping and overhead trellis treatment.

6.1.2 Landscape in Parking Lots

Minimum 50% Shade Coverage

Shade trees shall be provided within the vehicular parking areas and should attain a minimum 50% shade coverage of the parking area when the trees reach maturity (approximately 15 years). Parking lot shade trees shall be of an evergreen variety capable of producing a large canopy to achieve this shade requirement.

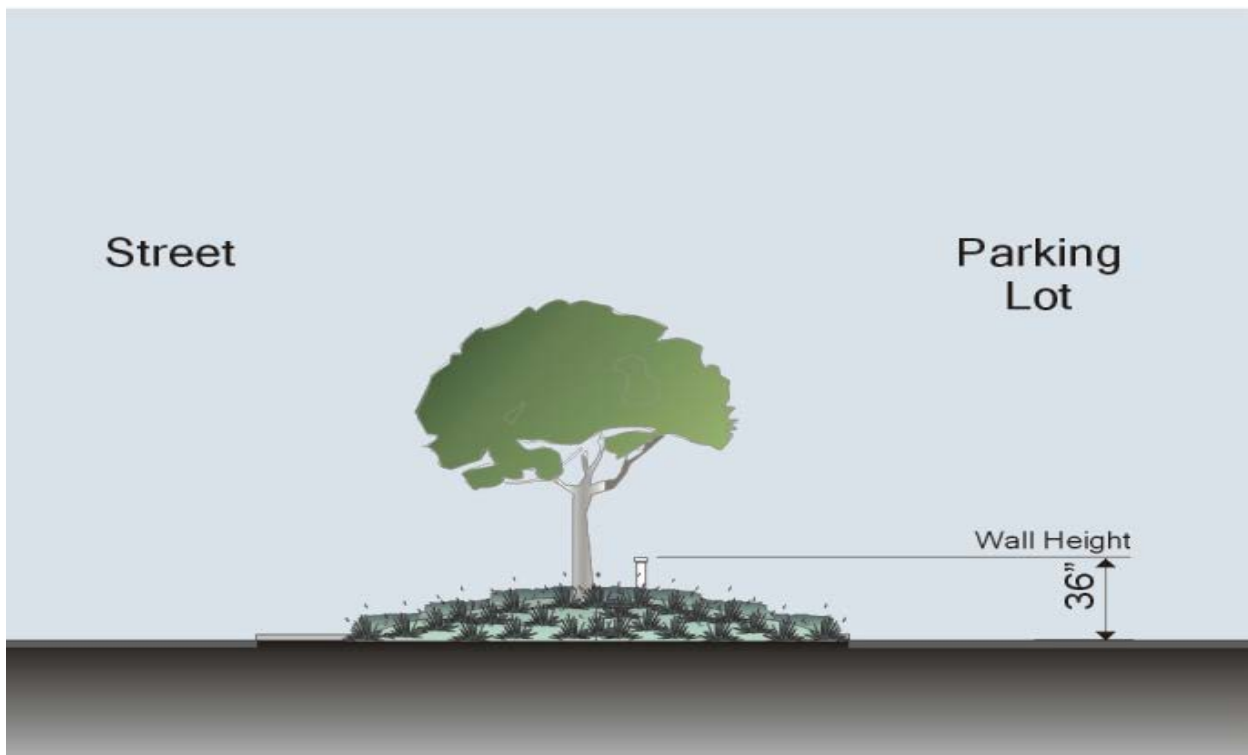
Planter Islands

Planter islands shall have a minimum width of eight (8) feet curb to curb, bounded on the outside by a 6-inch high concrete curb (or its equivalent). Curb break and wheel stops may be substituted where landscaped swales adjacent to the paving are intended for water quality management purposes. Refer to Figure 4.0-6.

Parking Lot Screening

Parking lots shall be screened from the public rights-of-way to a height of 36 inches by use of primary structures or combination of earthen berms, shrubs, and garden walls as depicted in Figure 6.0-1. If walls are incorporated into the design, they must be aesthetically compatible with the project design and no taller than 36 inches within the setback area, as measured from ground surface to top of wall.

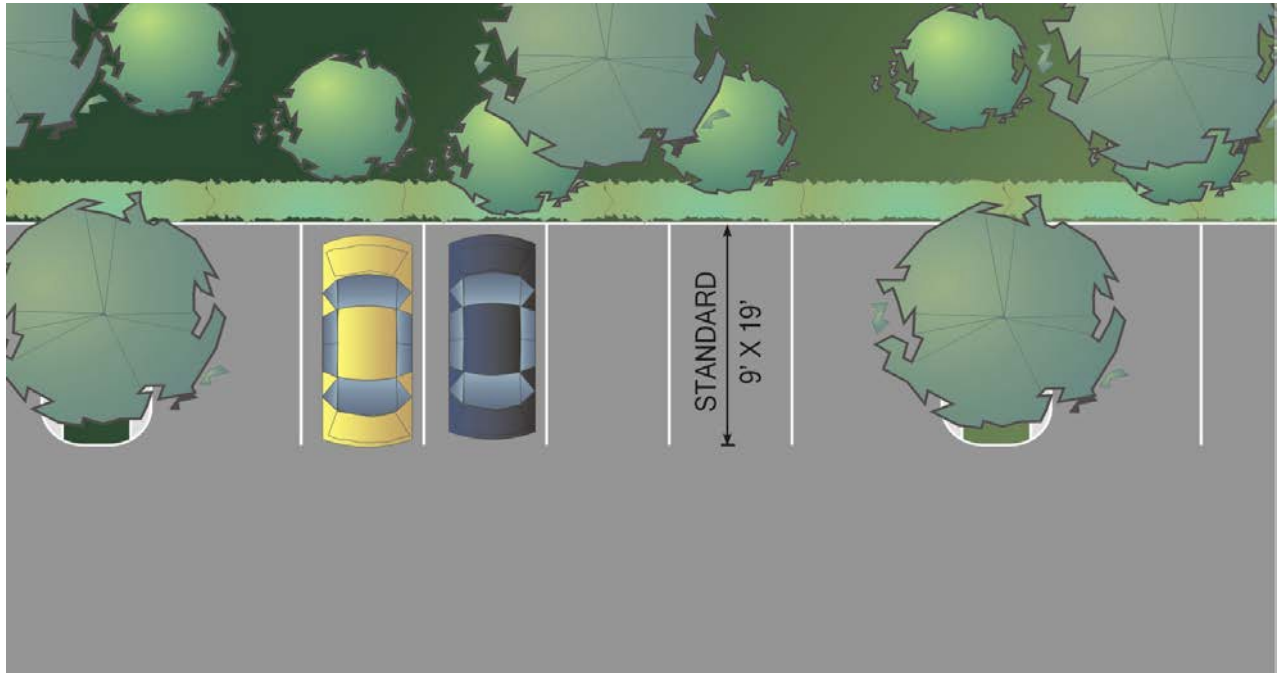
Figure 6.0-1, Parking Lot Screening



One Tree per Six Parking Spaces

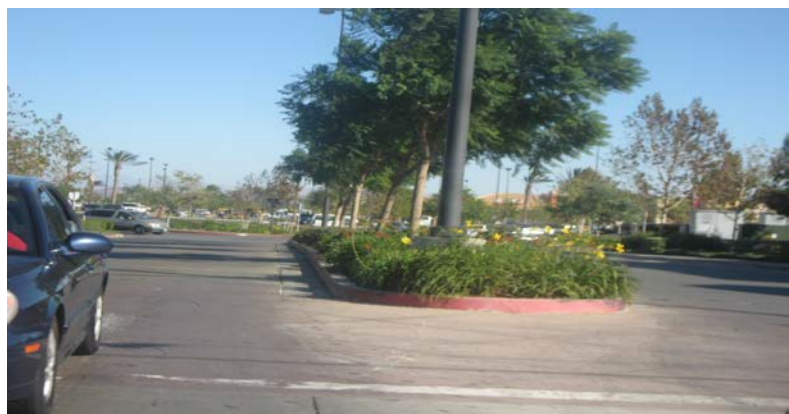
A minimum of one tree per six parking spaces shall be provided within the parking lot and its immediate perimeter as shown in Figure 6.0-2.

Figure 6.0-2, Tree Spacing



Concrete Curbs, Mow Strips or Combination

Landscaping in parking lots or along drive aisles must be protected or delineated with six-inch concrete curbs, concrete mow strips, or the combination of both, as approved by the City of Perris. This requirement may be waived or modified as necessary, to mitigate water quality management requirements.



Concrete Curbs, Mow Strips or Combination

Planter Rows Between Opposing Parking Stalls or Diamond Planters

Planter rows between opposing parking stalls or diamond planters with a minimum inside width of 5-feet shall be allowed for tree plantings capable of providing 50% shade coverage of the parking area, as required. Rock or mulch coverings are encouraged in diamond planters. Planter rows between opposing parking stalls or along perimeter landscape buffers may be designed as vegetated swales for utilization as infiltration trenches for run-off, as a method of pollutant mitigation to manage water quality. These areas may be designed without curbs where wheel stops are provided.



Diamond Planters



Pedestrian Linkages

Pedestrian Linkages

Parking areas should be designed with pedestrian walkways which link the building to the street sidewalk system creating an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscape treatment. Walkways should not only link the building to the street, but should link the parking areas to the buildings such that pedestrians do not have to walk in the vehicle lanes to get to building entrances.

6.1.3 On-Site Plant Palette

Landscape plant palette for the Perris Valley Commerce Center should be consistent with Section 6.2 Off-Site Landscape. The plant palette was selected to complement and enhance the thematic setting for the community, appropriateness to climatic and soil conditions, ease of maintenance and water conservation. Plants other than those listed below, may be used to satisfy design or horticultural needs consistent with the Project's objectives. If approved by the City of Perris, plants shall be consistent with California Friendly Landscape and meet all minimum City of Perris Water Conservation Requirements as defined in Development Code Chapter 19.70, Landscaping, including but not limited to:

- Use of drought-tolerant plants.
- Use of landscaped areas designed to retain irrigation water.
- Use of satellite-based irrigation timers.
- Use of automatic irrigation systems.
- Use of plant groupings with similar irrigation requirements to reduce over-irrigation.
- Extensive use of mulch in landscaped areas.
- Installation of drip irrigation systems, where appropriate.
- Limit use of turf for active purposes only.
- Limit use of impervious surfaces.



Turf: As noted above, turf should be used sparingly. When approved for active use areas, the following species should be considered.

<u>Botanical Name</u>	<u>Common Name</u>
Cynodon dactylon 'Santa Ana'	Santa Ana Bermuda
Cynodon dactylon 'Tifdwarf'	Tifdwarf Bermuda
Cynodon dactylon 'Santa Ana'	Tifgreen Bermuda
Cynodon dactylon 'Santa Ana'	Tifway Bermuda
Cynodon dactylon 'Santa Ana'	U-3 Bermuda
Cynodon dactylon 'Santa Ana'	GN-1 Bermuda
*Festuca arundinacea	Tall Fescue
*Festuca rubra	Red Fescue
*Lolium perenne	Perennial Rye Grass
Stenotaphrum secundatum	St. Augustine
Zoysia 'Victoria'	Victoria Zoysiagrass

Trees (Parking Lot): Consideration should be given to the location and surroundings when selecting trees. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Acacia stenophylla	Shoestring Acacia
Arbutus 'Marina'	Marina Arbutus
Brachychiton populneus	Bottle Tree
Chitalpa X tashkentensis	Chitalpa
Cinnamomum camphora	Camphor Tree
Koelreuteria paniculata	Golden Rain Tree
Magnolia grandiflora 'Bracken's Brown Beauty'	Bracken's Brown Beauty Magnolia
Magnolia grandiflora 'Little Gem'	Little Gem Magnolia
Platanus acerifolia	London Plane Tree
Prunus cerasifera 'Krauter Vesuvius'	Purple Plum
Pyrus calleryana 'Bradfordi'	Bradford Pear
Quercus chrysolepis	Canyon Live Oak
Quercus ilex	Holly Oak
Rhaphiolepis 'Majestic Beauty'	Majestic Beauty Rhaphiolepis
Sophora secundiflora	Texas Mountain Laurel
Tipuana tipu	Tipu Tree
Tristania conferta	Brisbane Box Tree
Rhus lancea	African Sumac
Ulmus parvifolia	Evergreen Elm



Trees (Adjacent to Buildings)	
<u>Botanical Name</u>	<u>Common Name</u>
Bauhinia variegata	Purple Orchid Tree
Callistemon viminalis	Weeping Bottlebrush
Cercis occidentalis	Western Redbud
Chilopsis linearis	Desert Willow
Citrus	Variety
Cupressus sempervirens	Italian Cypress
Havardia mexicana	Mexican Ebony
Juniperus scopularum 'Tolleson's Weeping'	Tolleson's Weeping Juniper
Koelreuteria bipinnata	Chinese Flame Tree
Kolereuteria paniculata	Golden Rain Tree
Lagerstroemia indica	Crape Myrtle
Laurus nobilis	Sweet Bay Tree
Melaleuca linariifolia	Flax Leaf Paper Bark
Melaleuca quinquinervia	Cajeput Tree
Melaleuca nesophila	Pink Melaleuca
Magnolia grandiflora	Southern Magnolia
Olea europeae 'Swan Hill'	Fruitless Olive
Parkinsonia hybrid 'Desert Museum'	Desert Museum Palo Verde
Platanus racemosa	California Sycamore
Prosopis hybrid 'Phoenix'	'Phoenix' Mesquite
Pyrus calleryana Bradfordi	Bradford Pear
Quercus agrifolia	Coast Live Oak
Quercus engelmannii	Mesa Oak
Tristania conferta	Brisbane Box Tree

Shrubs (Tall): These shrubs will grow 3 to 12 feet in height at maturity and do not require frequent shearing or pruning. Acceptable species include:	
<u>Botanical Name</u>	<u>Common Name</u>
Alyogyne huegelii	Blue Hibiscus
Arctostaphylos densiflora	Sonoma Manzanita
Cistus spp	Rockrose
Dodonaea viscosa	Hopseed Bush
Euonymus japonicus spp	Euonymus
Grevillea 'Noellii'	Noel's Grevillia
Heteromeles arbutifolia	Toyon

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



<i>Juniperus chinensis</i> X <i>pfizeriana</i>	Phitzer Juniper
<i>Juniperus horizontalis</i> 'Bar Harbor'	Bar Harbor Juniper
<i>Juniperus horizontalis</i> 'Wiltonii' (Blue Rug)	Blue Carpet Juniper
<i>Lantana camara</i>	Bush Lantana
<i>Lavatera assurgentiflora</i>	Tree Mallow
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Leucophyllum candidum</i>	Violet Silverleaf
<i>Leucophyllum frutescens</i>	Texas Sage
<i>Leucophyllum laevigatum</i>	Chihuahuan Rain Sage
<i>Leucophyllum langmaniae</i>	Cinnamon Sage
<i>Leucophyllum pruinatum</i>	Sierra Bouquet
<i>Leucophyllum zygophyllum</i>	Blue Rain Sage
<i>Ligustrum japonicum</i> Texanum	Texas Privet
<i>Pittosporum tobira</i> Variegata	Mock Orange
<i>Prunus caroliniana</i> 'Compacta'	Dwarf Cherry Laurel
<i>Prunus c.</i> Bright n' Tight	Carolina Cherry
<i>Raphiolepis</i> Springtime	Indian Hawthorne
<i>Romneya coulteri</i>	Matilija Poppy
<i>Salvia clevelandii</i>	Chaparral Sage
<i>Salvia greggii</i>	Autumn Sage
<i>Salvia leucantha</i>	Mexican Bush Sage
<i>Senna artemesioides</i>	Feathery Senna
<i>Senna artemesioides filifolia</i>	Desert Senna
<i>Senna artemesioides petiolaris</i>	Silver Senna
<i>Senna wislizenii</i>	Shrubby Senna
<i>Tecoma stans</i>	Yellow Trumpet Flower
<i>Viburnum japonicum</i>	Viburnum
<i>Viquiera deltoidea</i>	Golden Eye

Shrubs (Low) and Groundcover: These plants grow no more than 3 feet in height at maturity and do not need frequent shearing or pruning. Acceptable species include:

Botanical Name	Common Name
<i>Acacia redolens</i> 'Prostrata'	Prostrate Acacia
<i>Agave</i> species	Agave
<i>Bacharis</i> X 'Centennial'	Prostrate Desert Broom
<i>Bougainvillea</i> species	Bougainvillea
<i>Carissa m.</i> Green Carpet	Prostrate Natal Plum



Cotoneaster horizontalis	Rock Cotoneaster
Convolvulus cneorum	Silver Bush Morning Glory
Convolvulus mauritanicus	Ground Morning Glory
Dalea greggii	Trailing Indigo Bush
Dietes bicolor	Fortnight Lily
Juniperus rigida conferta	Shore Juniper
Juniperus horizontalis 'Bar Harbor'	Bar Harbor Juniper
Juniperus horizontalis 'Wiltonii' (Blue Rug)	Blue Carpet Juniper
Juniperus sabina 'Broadmoor'	Broadmoor
Juniperus sabina 'Tamariscifolia'	Tamarix Juniper
Lantana montevidensis (gold cultivars)	Trailing Lantana
Lonicera j. halliana	Hall's Honeysuckle
Mahonia repens	Creeping Mahonia
Muhlenbergia rigens	Deer Grass
Myoporum 'Pacificum'	Pacific Myoporum
Myoporum parvifolium 'Pink'	Pink Myoporum
Myoporum parvifolium 'Prostratum'	Prostrate Myoporum
Oenothera caespitosa	White Evening Primrose
Oenothera stubbei	Baja Evening Primrose
Pittosporum crassifolium	Dwarf Pittosporum
Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Pittosporum
Pyracantha species	Firethorn
Raphiolepis i. Clara	Indian Hawthorn
Rosemarinus officinalis	Rosemary
Salvia apiana	White Sage
Wedelia trilobata	Yellow Dot

Hedge Plantings: These plants grow 3 to 12 feet in height at maturity and do not need frequent shearing or pruning. Acceptable species include:

Botanical Name	Common Name
Buxus microphylla japonica	Japanese Boxwood
Eleagnus pungens	Silverberry
Ligustrum j. texanum	Texas Privet
Murraya paniculata	Orange Jessamine
Nandina domestica species	Heavenly Bamboo
Raphiolepis i. Springtime	Indian Hawthorn



Vines: Walls shall be planted with self-adhering or trellised vines no less than 12 feet on center. Plant a minimum size of five gallon. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Campsis radicans	Trumpet Vine
Ficus pumila repens	Creeping Fig
Gelsimum sempervirens	Carolina Jessamine
Hardenbergia violacea	Lilac Vine
Macfadyena unguis-cati	Catclaw
Merremia aurea	Merremia
Parthenocissus tricuspidata	Boston Ivy
Vitus californica	California Wild Grape

Cacti and Succulents: Exceptional choice for a low water and low maintenance landscape. Use as design accents, clustered together in groups or as a mass planting. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Agave americana	Century Plant
Agave americana marginata	Variegated Century Plant
Agave americana mediopicta	Mediopicta Variegated Century Plant
Agave colorata	Mescal Ceniza
Agave geminiflora	Twin-Flowered Agave
Agave murpheyi	Murphy's Agave
Agave parryi	Parry's Agave
Agave victoria-reginae	Queen Victoria Agave
Agave vilmoriniana	Octopus Agave
Agave weberi	Weber's Agave
Aloe arborescens	Tree Aloe
Aloe dawei	Dawe's Aloe
Aloe ferox	Cape Aloe
Aloe variegata	Partridge Breast Aloe
Aloe vera	True Aloe
Asclepias linearis	Threadleaf Milkweed
Asclepias subulata	Desert Milkweed
Bulbine frutescens	Bulbine
Carnegiea gigantea	Saguaro Cactus
Cereus hildmannianus	Hildman's Cereus
Dasyllirion longissimum	Grass Tree
Dasyllirion species	Desert Spoon

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



Echinocactus grusonii	Golden Barrel Cactus
Echinocereus englemannii	Engelmann Hedgehog
Euphorbia rigida	Gopher Plant
Ferocactus cylindraceus	Compass Barrel
Ferocactus wislizenii	Fish-Hook Barrel Cactus
Fouquieria splendens	Ocotillo
Hesperaloe parviflora	Red Yucca
Nolina microcarpa	Bear Grass
Opuntia basilaris	Beavertail Prickly Pear
Opuntia engelmannii	Engelmann's Prickly Pear
Opuntia ficus-indica	Indian Fig
Pachycereus marginatus	Mexican Fencepost
Pachypodium lamerei	Madagascar Palm
Pedilanthus macrocarpus	Slipper Flower
Portulacaria afra	Elephant's Food
Stenocereus thurberi	Organ Pipe Cactus
Trichocereus huascha	Argentine hedgehog
Yucca aloifolia	Spanish Bayonet
Yucca baccata	Banana Yucca
Yucca elata	Soaptree Yucca
Yucca gloriosa	Spanish Dagger
Yucca pallida	Pale-Leaf Yucca
Yucca recurvifolia	Pendulous Yucca
Yucca rigida	Blue Yucca
Yucca whipplei	Our Lord's Candle



6.2 Off-Site Landscape General Requirements

6.2.1 Streetscape Landscape

Streetscapes in the Perris Valley Commerce Center are vital in creating a community identity, a visual hierarchy in the street classifications, theme, unification, and quality. These public areas will be the only community spaces threading through the community and will serve as unifying elements that enhance the vehicular and pedestrian experiences.

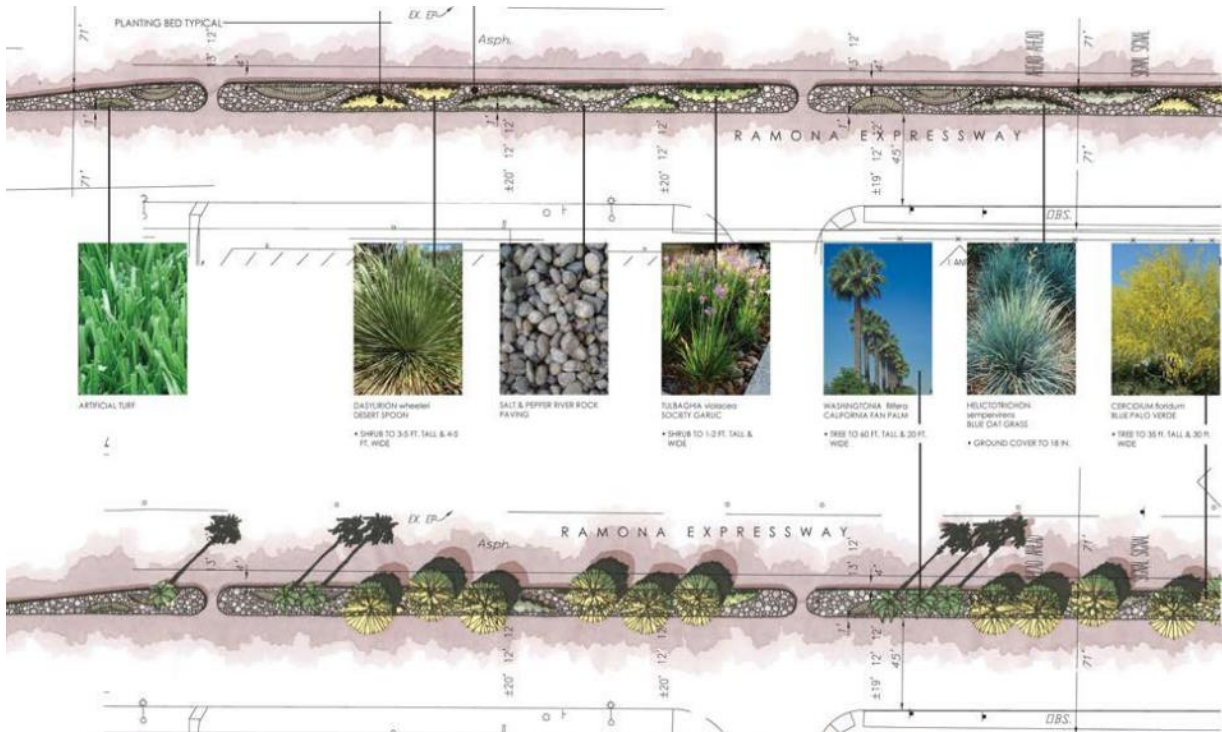
The design concept for the streetscapes is to provide regimented, identifiable, and generously landscaped greenbelts that soften views of the buildings and parking facilities while providing an enjoyable experience. To ensure the visual and spatial continuity within this Perris Valley Commerce Center and aid in the identification of street classifications, the landscape design and plant material for the streetscapes has been set forth in this Perris Valley Commerce Center Specific Plan. The plant material specified is native and appropriate non-native drought tolerant species. Trees of varying textures and heights, shrubs, decorative grasses, and groundcover will be used to buffer and separate adjacent land uses, reduce maintenance requirements, and conserve resources.

EXPRESSWAY

The Expressway is a 184-foot right-of-way (Figure 6.0-3) that boasts a 25-foot wide landscape parkway with a non-curb adjacent 8-foot wide meandering sidewalk. It includes a landscaped 14-foot wide raised center median. The parkway shall be formally planted with evergreen trees contrasting with the informal meandering planting and shrubs providing a screen of the adjacent walls, parked cars and/or buildings. The raised median shall retain a formal appearance in the application of both the plant materials and hardscape features. Drought tolerant ground cover and native stone will be used as an alternative to turf. These tree and screening elements require coordination and design integration with bioswale designs. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
Trees		
Washingtonia filifera	California Fan Palm	As per plan
Cercidium floridum	Blue Palo Verde	As per plan
Shrubs		
Dasyliirion wheeleri	Desert Spoon	As per plan
Ground Cover		
Helictotrichon sempervirens	Blue Oat Grass	As per plan
Tulbaghia violacea	Society Garlic	As per plan

Figure 6.0-3, 184' Expressway Streetscape





ARTERIAL

The Arterial roadway is a 128-foot right-of-way (Figures 6.0-4 and 6.0-5) which includes a 14-foot wide raised median. The parkway is 17-feet wide and includes a non-curb adjacent 6-foot wide sidewalk. The landscape area along arterial roadways shall be formally planted with alternating groups of deciduous and evergreen canopy trees located on both sides of the sidewalk. The parkway area beneath the trees shall be planted with drought-tolerant ground covers. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	15" gallon
Olea eropaea 'Monher'	Majastic Beauty Fruitless Olive	24" Box
Syagrus romanzoffiana	Queen Palm	24" Box
<u>Shrubs</u>		
Grevillea x 'Noell'	Noell Grevillea	5 gallon
Lantana x 'New Gold'	New Gold Lantana	1 gallon
Nandina domestica 'Wood's Dwarf'	Wood's Dwarf Heavenly Bamboo	1 gallon
Officinalis rosmarinus 'Huntington Carpet'	Huntington Carpet Rosemary	1 gallon
Tulbaghia violacea 'Tricolor'	Tricolor Society Garlic	1 gallon
<u>Ground Cover</u>		
Tachelospermum jasminoides 'Variegata	Variegated Star Jasmine	1 gallon

Figure 6.0-4, 128' Arterial Streetscape

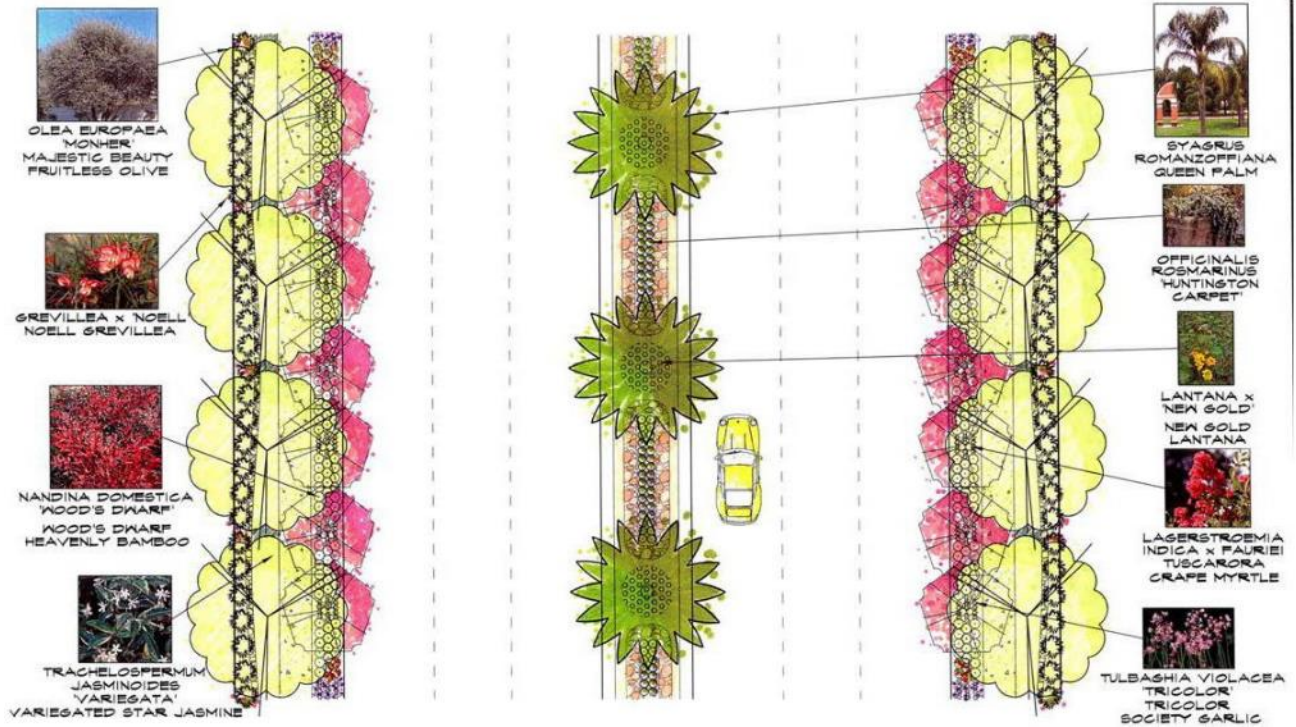
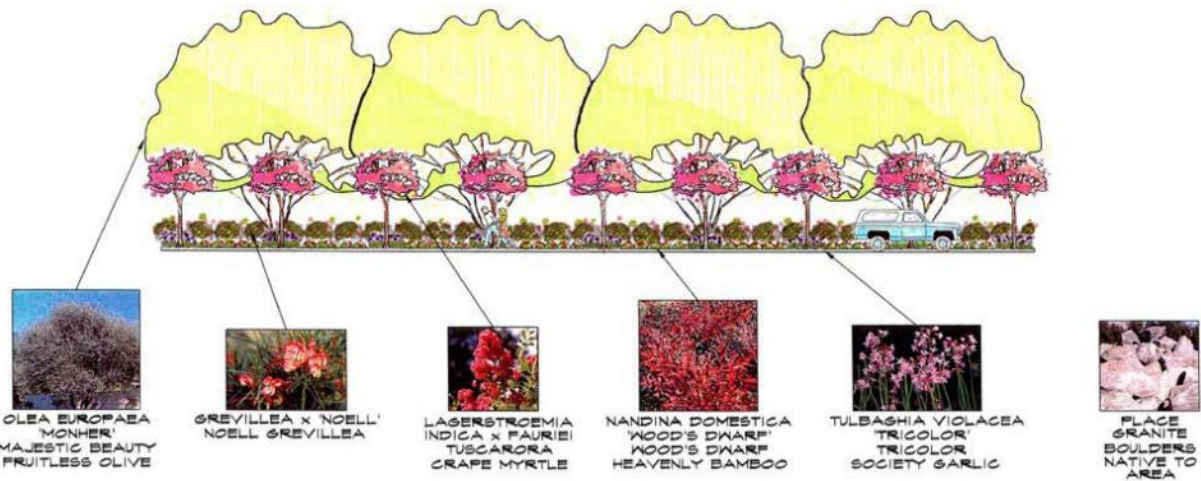


Figure 6.0-5, 128' Arterial Roadside Streetscape



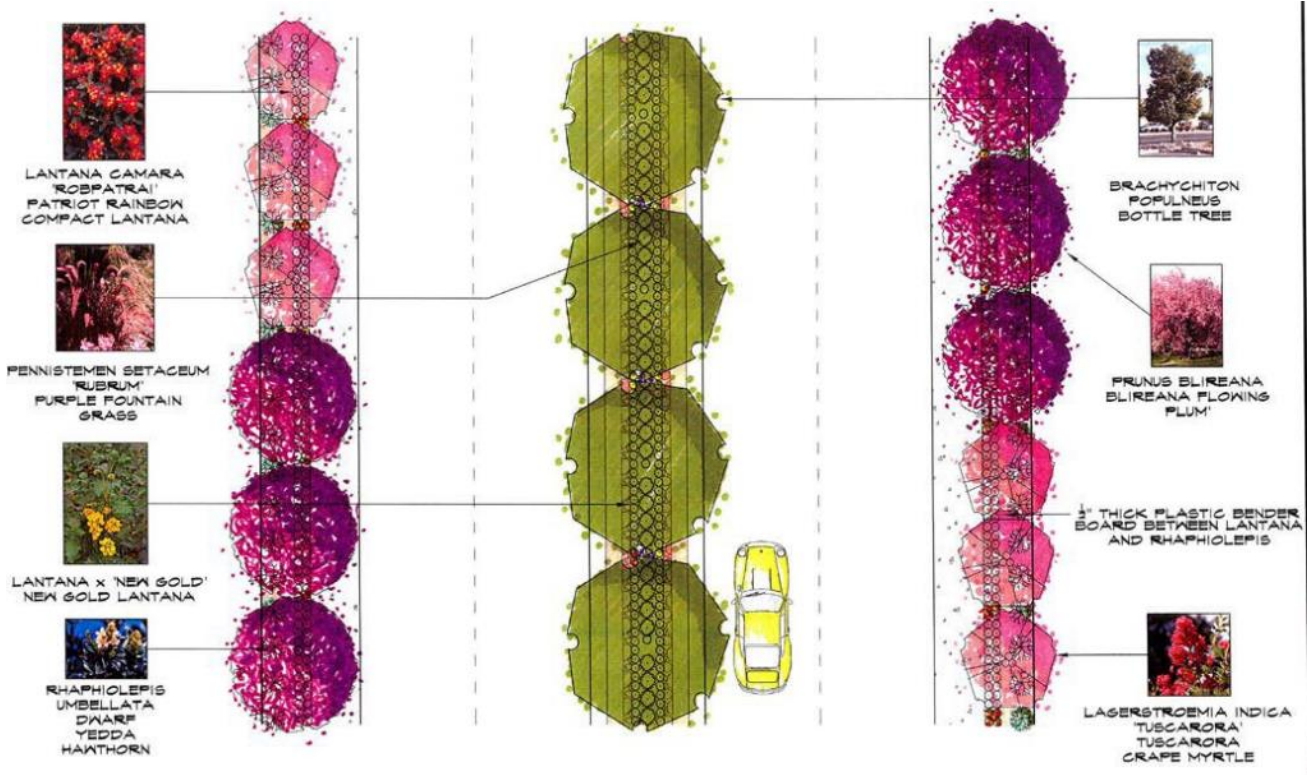


SECONDARY ARTERIAL (With Raised Median)

The Secondary Arterial roadway has a 14-foot wide raised median within a 94-foot right-of-way (Figures 6.0-6). The parkway is 12-feet wide and includes a non-curb adjacent 6-foot wide sidewalk. The landscape area along secondary arterial roadways shall be planted with formal alternating groups of deciduous canopy tree specimens. The parkway area beneath the trees shall be planted with drought-tolerant ground covers and shrubs. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The raised median shall retain a formal appearance in the application of both the plant materials and hardscape features. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Brachychiton populnea	Bottle Tree	24" Box, 2" Cal., 20' On Center
Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	15" gallon
Prunus blireana	Blireana Flowering Plum	15" gallon
<u>Shrubs</u>		
Lantana camara 'Robpatrai'	Patriot Rainbow Compact Lantana	5 gallon
Lantana x 'New Gold'	New Gold Lantana	1 gallon
Rhaphiolepis umbellata	Dwarf Yedda Hawthorn	1 gallon
<u>Decorative Grasses</u>		
Pennisetum setaceum 'Rubrum'	Purple Fountain Grass	1 gallon

Figure 6.0-6, 94' Secondary Arterial Streetscape (Raised Median)



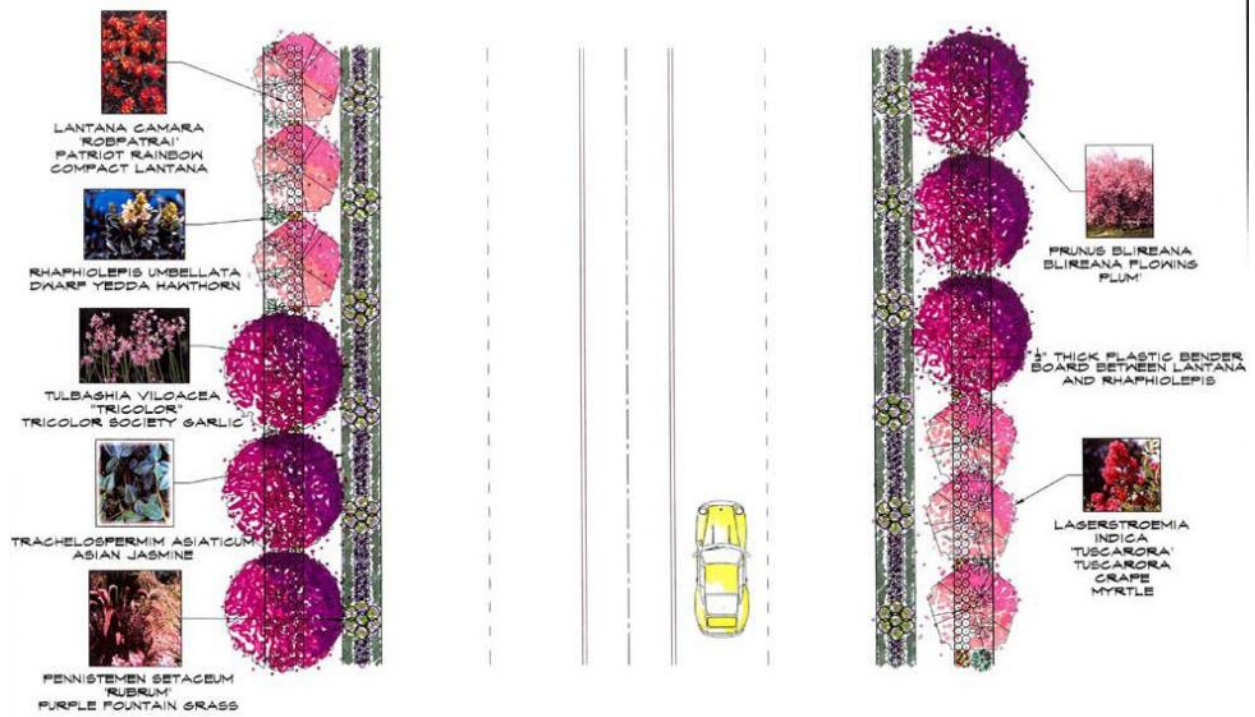


SECONDARY ARTERIAL (With Striped Median)

As an alternative to the raised median design, the Secondary Arterial roadway may be developed with a 12-foot striped median within a 94-foot right-of-way (Figures 6.0-7). The parkway is 15-feet wide with a non-curb adjacent 6-foot wide sidewalk. The landscape area along secondary arterial roadways shall be planted with formal alternating groups of deciduous canopy trees specimens. The parkway area beneath the trees shall be planted with drought-tolerant shrubs and ground covers. These tree and screening elements require coordination and design integration with adjacent bioswale designs when necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	15" gallon
Prunus blireana	Blireana Flowering Plum	15" gallon
<u>Shrubs</u>		
Lantana camara 'Robpatrai'	Patriot Rainbow Compact Lantana	1 gallon
Lantana x 'New Gold'	New Gold Lantana	1 gallon
Raphiolepis umbellate	Dwarf Yedda Hawthorn	1 gallon
<u>Decorative Grasses</u>		
Pennisetum setaceum 'Rubrum'	Purple Fountain Grass	1 gallon
<u>Ground Cover</u>		
Tachelospermum asiaticum	Asian Jasmine	1 gallon

Figure 6.0-7, 94' Secondary Arterial Streetscape (Striped Median)

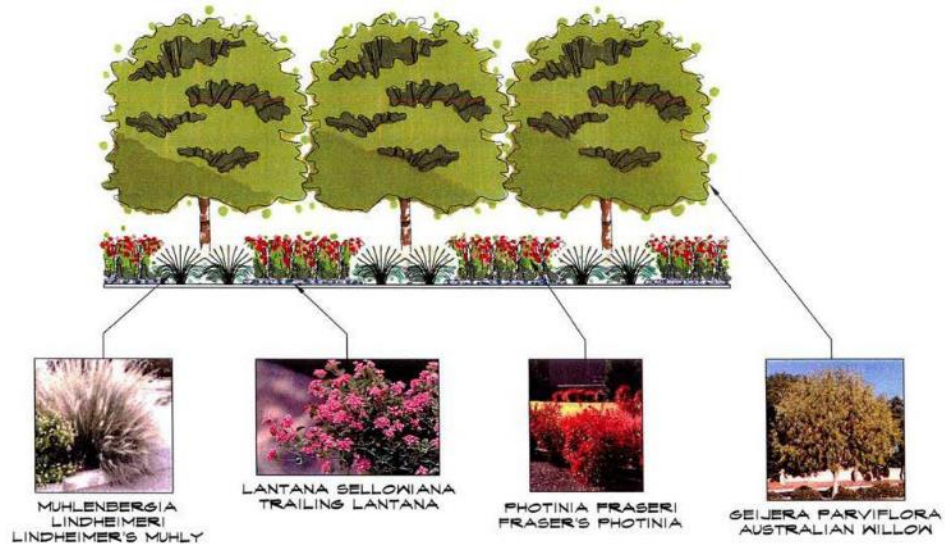


MAJOR COLLECTOR

The Major Collector roadway has a 12-foot striped median within a 78-foot right-of-way (Figures 6.0-8). The parkway includes a 5-foot wide landscape area, 6-foot wide curb adjacent sidewalk, a 12-foot drive lane and a 10-foot parking area. The landscape area along the major collector roadways shall be formally planted with evergreen canopy tree specimens. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Geijera parviflora	Australian Willow	24" Box, 20' On Center
<u>Shrubs</u>		
Photinia fraseri	Fraser's Photinia	5 gallon
<u>Decorative Grasses</u>		
Muhlenbergia lindheimeri	Lindheimers's Muhly	1 gallon
<u>Ground Cover</u>		
Lantana sellowiana	Trailing Lantana	1 gallon

Figure 6.0-8, 78' Major Collector Roadside Streetscape

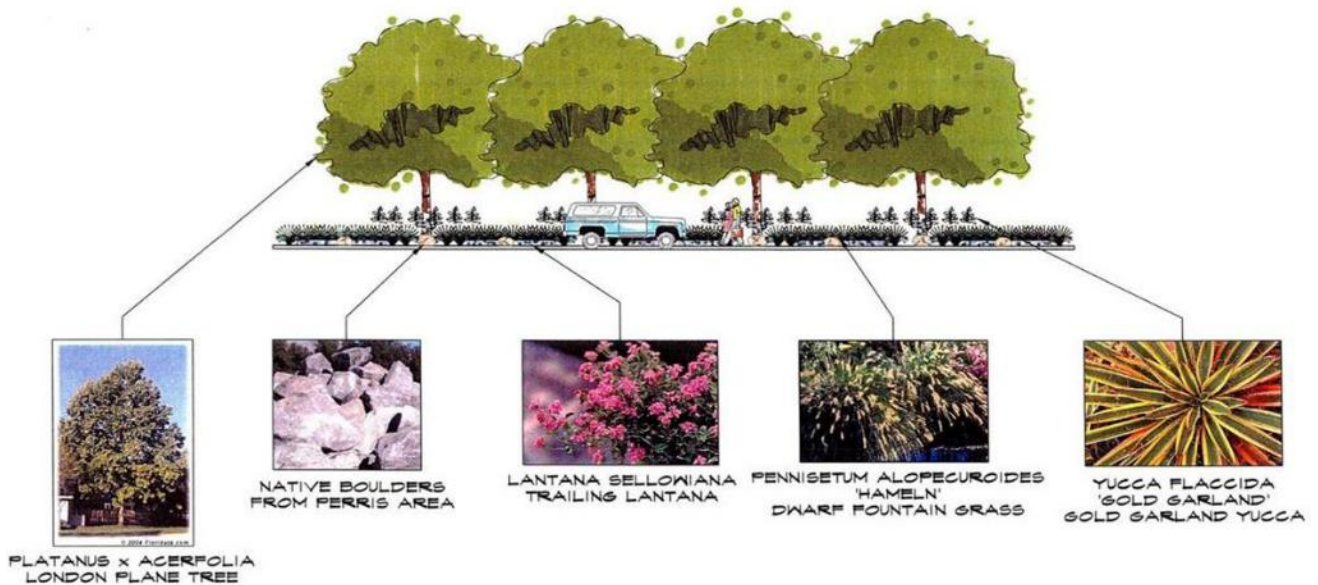


COLLECTOR ROAD

The Collector roadway has a 66-foot right-of-way (Figures 6.0-9). This includes a 44-foot paved surface, 5-foot wide landscape area and a curb adjacent 6-foot wide sidewalk. The landscape area along the collector roadways shall be planted with evergreen canopy trees. Native boulders from the area shall be placed intermittently in the landscape along the sidewalk. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Platanus x acerfolia	London Plane Tree	24" Box, 2" Cal., 30' On Center
<u>Shrubs</u>		
Yucca flaccida 'Gold Garland'	Gold Garland Yucca	5 gallon
<u>Decorative Grasses</u>		
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 gallon
<u>Ground Cover</u>		
Lantana sellowiana	Trailing Lantana	1 gallon

Figure 6.0-9, 66' Collector Road Roadside Streetscape

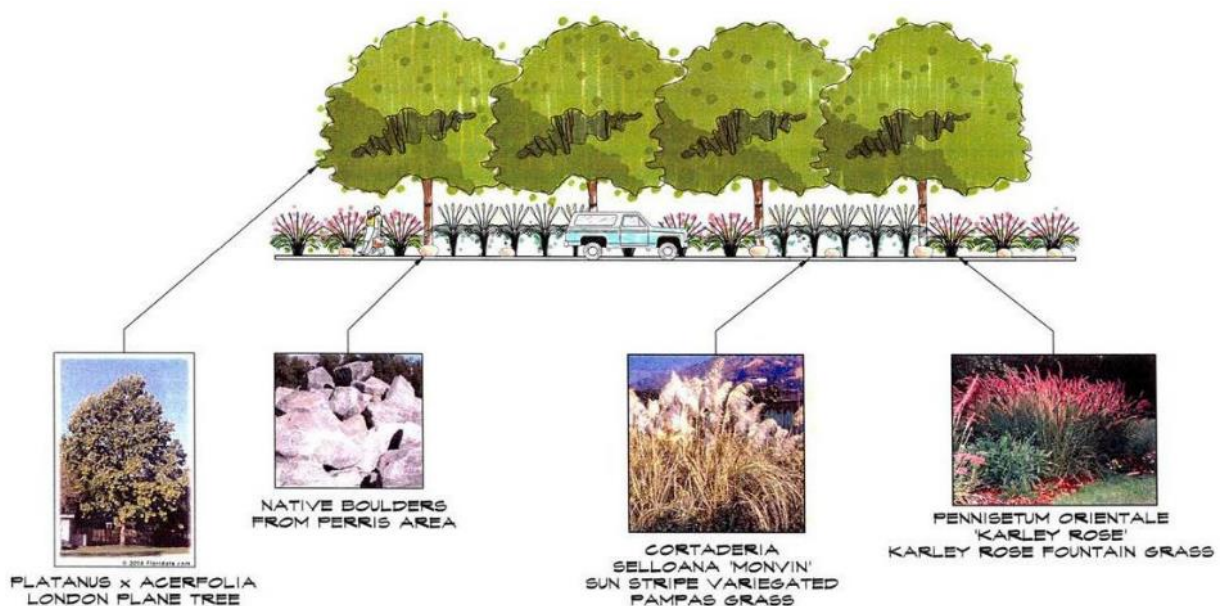


LOCAL ROAD

The Local Roadway has a 60-foot right-of-way (Figures 6.0-10), with a 4-foot wide landscape area and a 6-foot wide curb adjacent sidewalk. The landscape area along the local roadways shall be planted with London Plane Trees. Native boulders from the area shall be placed intermittently in the landscape along the sidewalk. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Platanus x acerfolia	London Plane Tree	24" Box, 2" Cal., 20' On Center
<u>Decorative Grasses</u>		
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 gallon
Pennistemen orientale 'Karley Rose'	Karley Rose Fountain Grass	1 gallon

Figure 6.0-10, 60' Local Roadside Streetscape





6.2.2 Community Entries/Special Roadways

Specific gateways and intersections within the Perris Valley Commerce Center have been identified to reinforce its boundaries and provide a sense of arrival. These features will reinforce the design theme for the community through a consistent or complimentary blend of hardscape, plant materials, and entry monumentation. Please refer to Figure 5.0-4 for specific locations of gateways and key intersections. The gateways are strategically located at key intersections near the boundary of the specific plan area. The design for these gateways will include a consistent application of elements, all within the street rights-of-way, such as landscaping, signage on one or both sides of the street, banners, fencing/walls and lighting at these key entrances into the community.

Gateway Monumentation

Monuments at key intersections will help to identify entrance into the Perris Valley Commerce Center Specific Plan area as depicted in Figure 6.0-12.

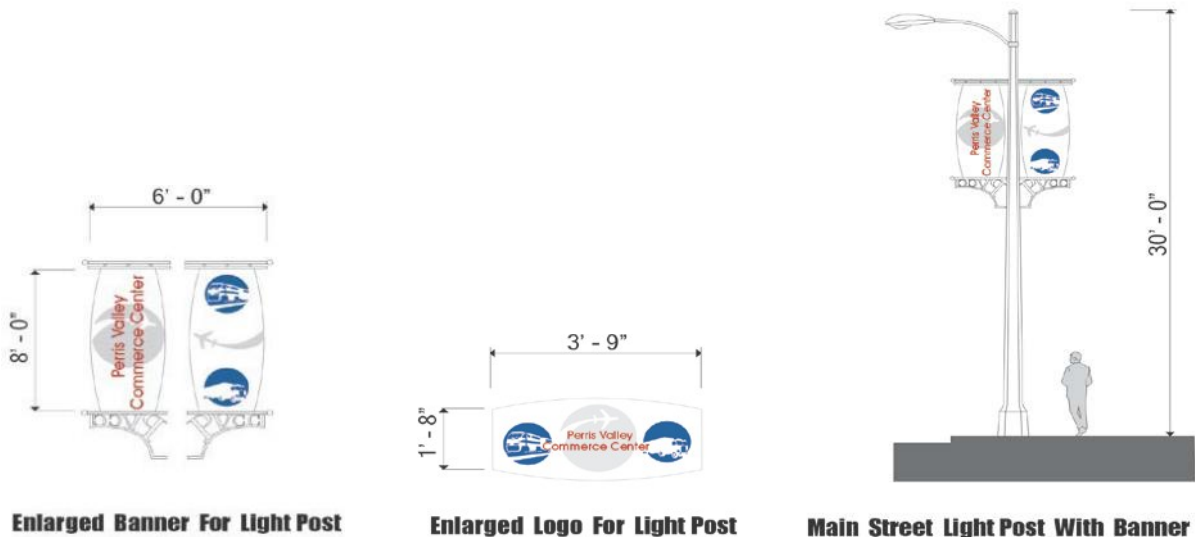
Lighting Posts

Lighting for the public right-of-way will be consistent throughout the PVCC. The design of the light posts and fixtures will be architecturally compatible with the theme of the community. The intent is to provide continuity throughout the specific plan area and create visual interest in the landscape. Light posts shall be constructed of metal and include the PVCC logo. The logo will be constructed from flat cutout painted aluminum and be attached to the light standard with stainless steel straps. A Banner Program will add color and texture to create a festive environment.

Banner Program

Two major roadways within the specific plan (Ramona Expressway and Perris Boulevard) will be accented with banners as depicted in Figure 6.0-11.

Figure 6.0-11, Banner Program





Gateway Entries

There will be six primary gateways into this community. These include three west of Highway 215 (Harley Knox Boulevard, Ramona Expressway, and Placentia Avenue), two north/south gateways on Perris Boulevard, and one on Ramona Expressway. Accent palms, deciduous and evergreen trees, with flowering shrubs and groundcovers will help to frame the entry monumentation. Four of the six gateways will have the landscape and monumentation only on the community side of the intersection (two corners) giving the appearance of a gated entry. The remaining two gateways (Harley Knox Boulevard and Placentia Avenue) will only receive these improvements on the southwest and northeast corners respectively, because they fall in the corners of the community (Figures 6.0-13 thru 6.0-20).

Interior Intersections

All monumentation for the interior of the community will vary in size subject to the classification of the street(s) that intersect. If streets of different classifications intersect, the monumentation requirements will be based on the larger classification. Actual monumentation should be as depicted in Figure 6.0-12.

Figure 6.0-12, Entry Monumentation for Perris Valley Commerce Center

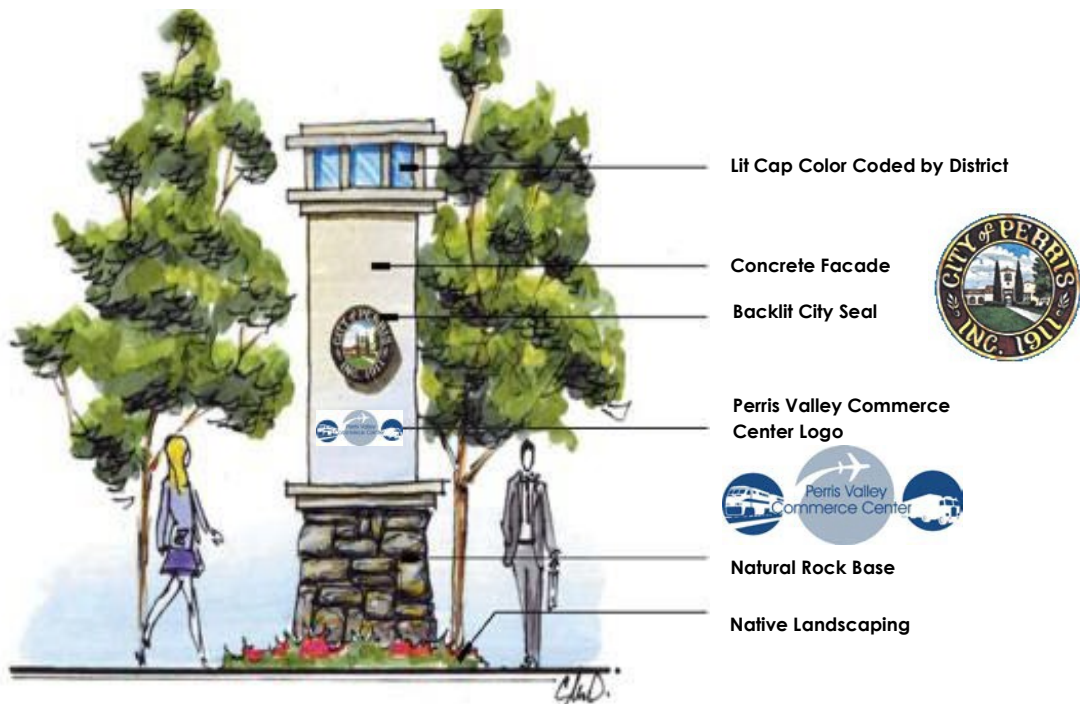


Figure 6.0-13, Entry Monumentation for 184' Expressway

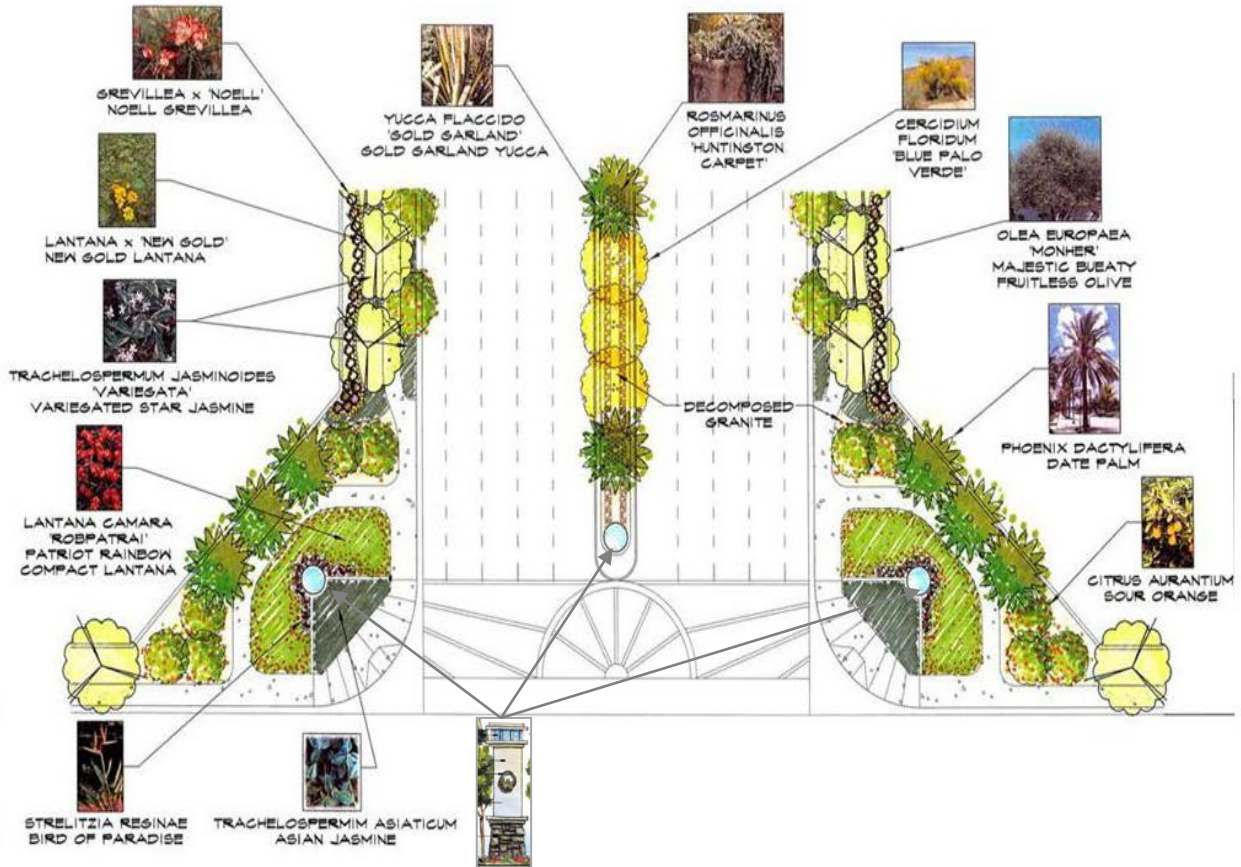


Figure 6.0-14, Entry Monumentation for 184' Expressway Sideview



Figure 6.0-15, Entry Monumentation for 128' Arterial

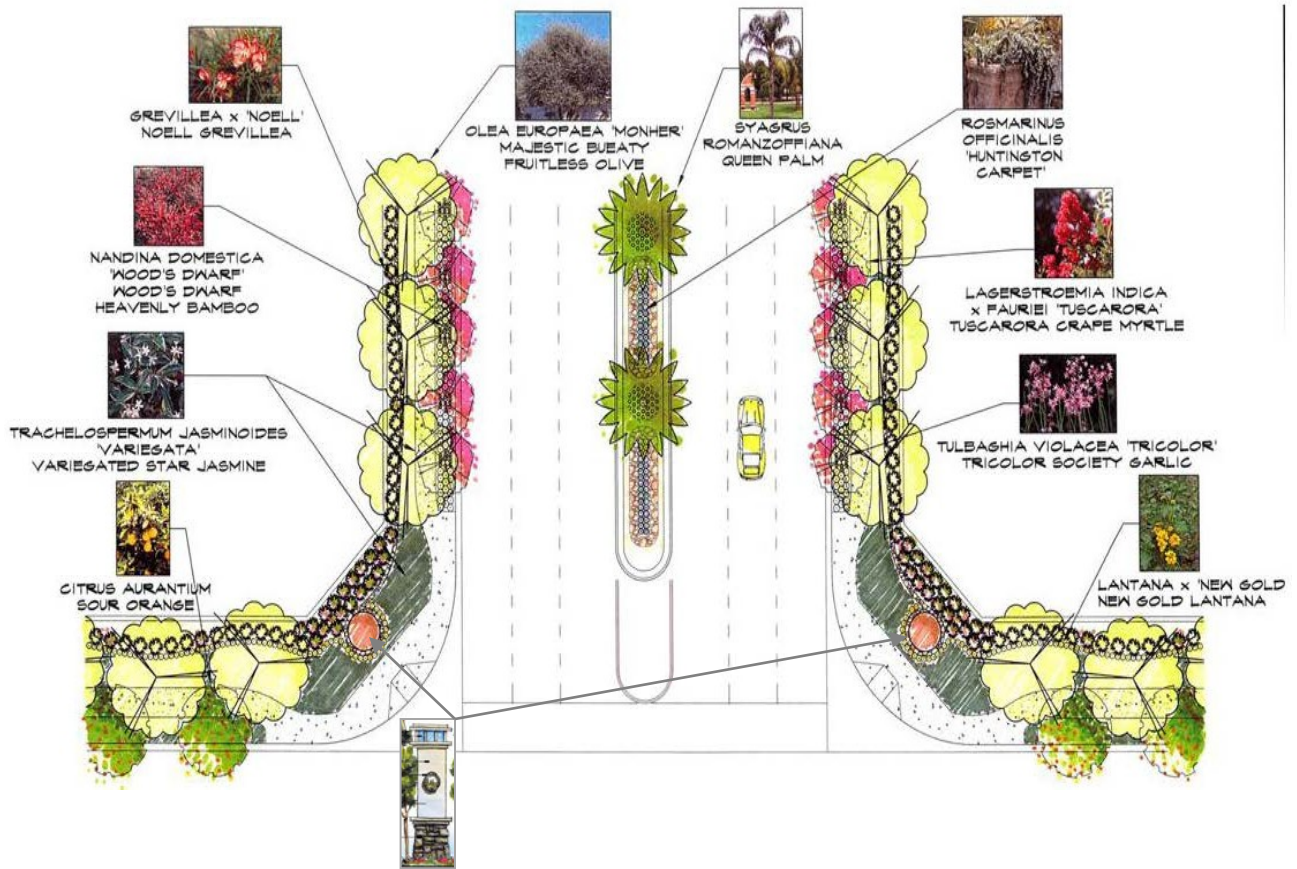


Figure 6.0-16 Entry Monumentation for 128' Arterial Sideview



Figure 6.0-17, Entry Monumentation for 94' Secondary Arterial

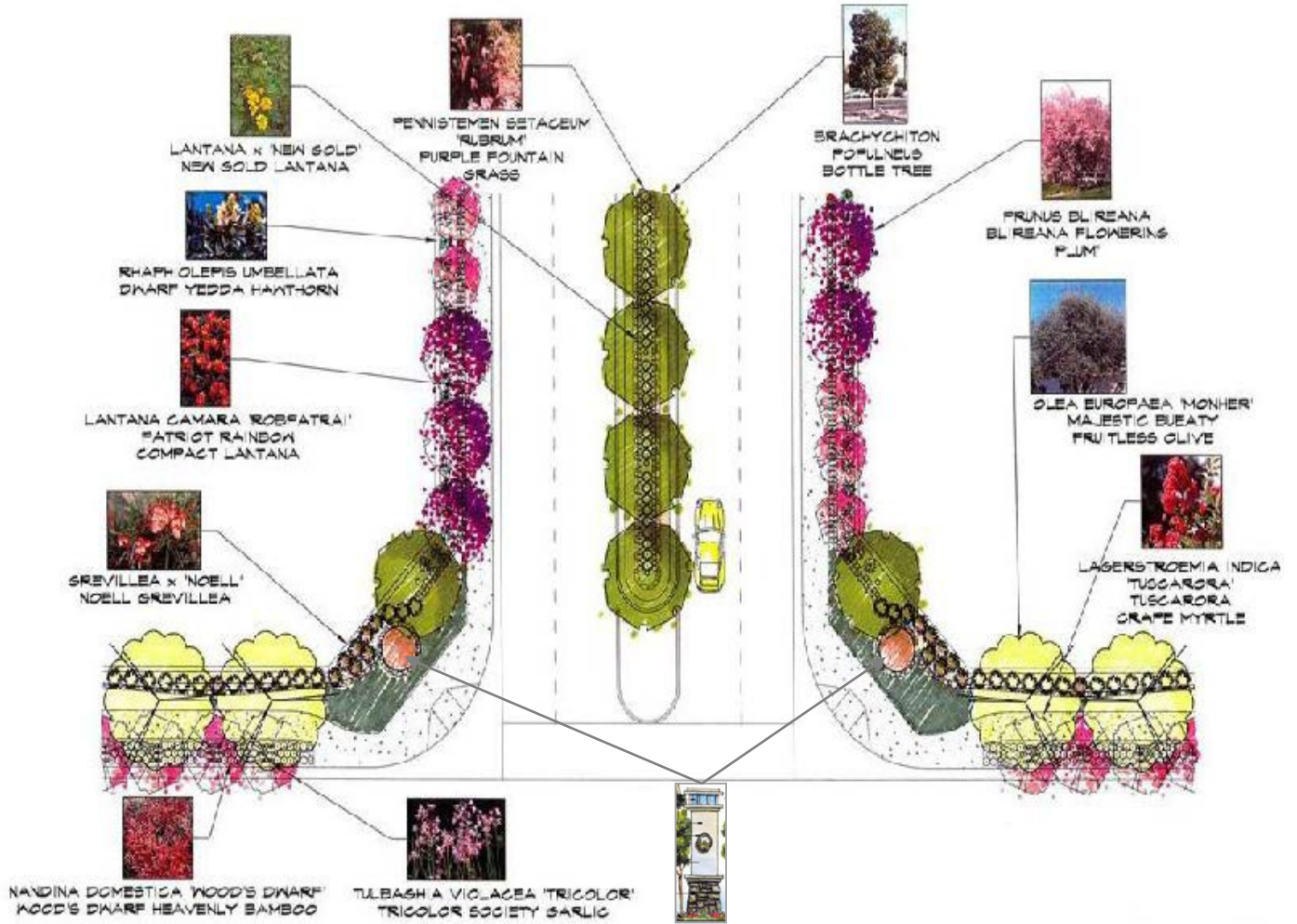


Figure 6.0-18, Entry Monumentation for 94' Secondary Arterial Sideview



Figure 6.0-19, Entry Monumentation for 78' Major Collector

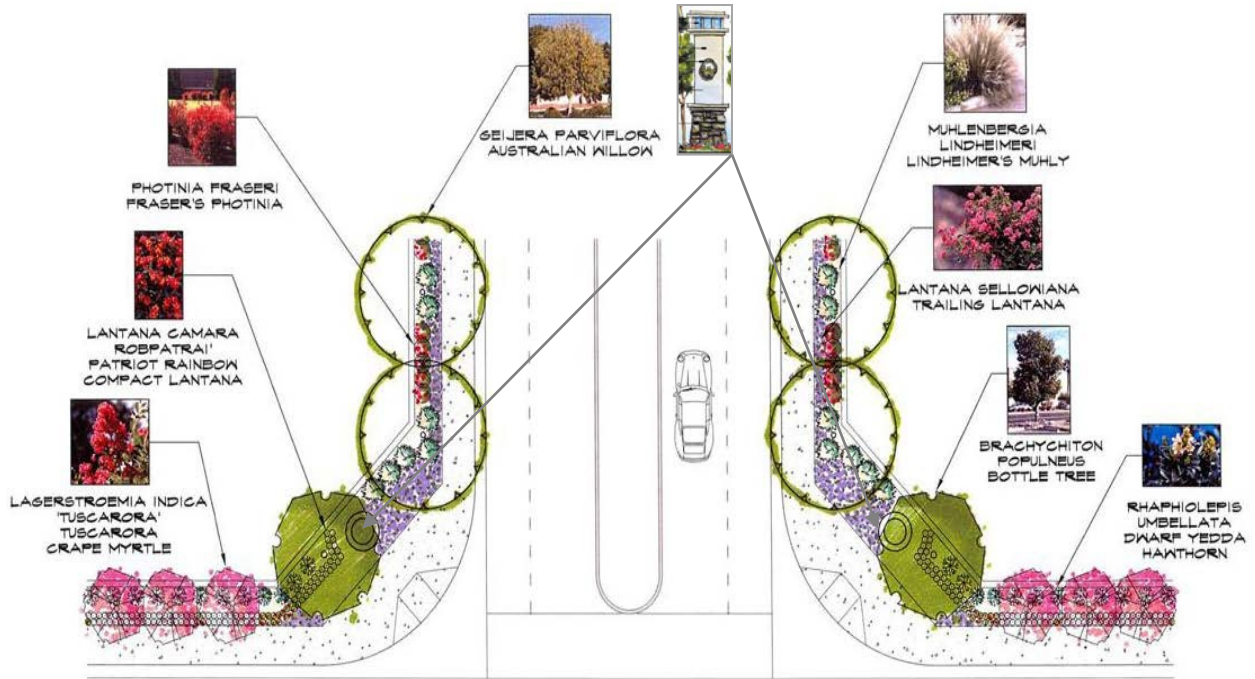


Figure 6.0-20, Entry Monumentation for 78' Major Collector Sideview





6.2.3 MWD Trail Landscape Standards and Guidelines

The Metropolitan Water District (MWD) Trail provides an east-west connection from the future Perris Valley Channel Trail to significant employment sectors within the Specific Plan area. There are several segments of the trail with each having a unique characteristic and/or constraints as shown in Figure 6.0-21. For Trail Standards and Guidelines, refer to Section 5.3.1. The following should be noted when developing within the vicinity of the MWD trail:

Amenities: MWD has reservations about active park amenities due to liability, but they may consider bocce ball, sand boxes, or similar amenities.

Landscaping: MWD's landscape guidelines for its fee properties and/or easements are as follows:

- A green belt may be allowed within MWD's fee property or easement.
- All landscaping shall be drought tolerant.
- Rights to landscape any of MWD's fee properties must be acquired from its Right-of-Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easement required.
- Refer to the Guidelines for Developments in the Area of Facilities, Fees, and/or Easements of the Metropolitan Water District of Southern California for current limitations and restrictions.

Lighted Crossings: Lighted crossings with raised decorative concrete shall be utilized at midblock crossings and the street crossing for the trail at Perris Blvd. The Perris Blvd trail crossing shall also employ a traffic control device for the purpose of stopping and warning vehicles of pedestrians crossing.

Mid Block Crosswalks: Mid-block crosswalks are discouraged. However, where required and approved by the City Engineer, they will utilize traffic control devices for the purpose of stopping and warning vehicles of pedestrians crossing. An analysis should be conducted to establish justification and verify safety.

Signage: MWD is allowing an easement for use of their land for a linear park. Signage shall reflect credits to MWD for the use of the trail and provide historical information about the aqueduct and Perris Valley.

Trails: No trail is permitted within 10 feet of the MWD pipeline.

Trash Receptacles: Trash receptacles shall be provided along entire MWD Trail.

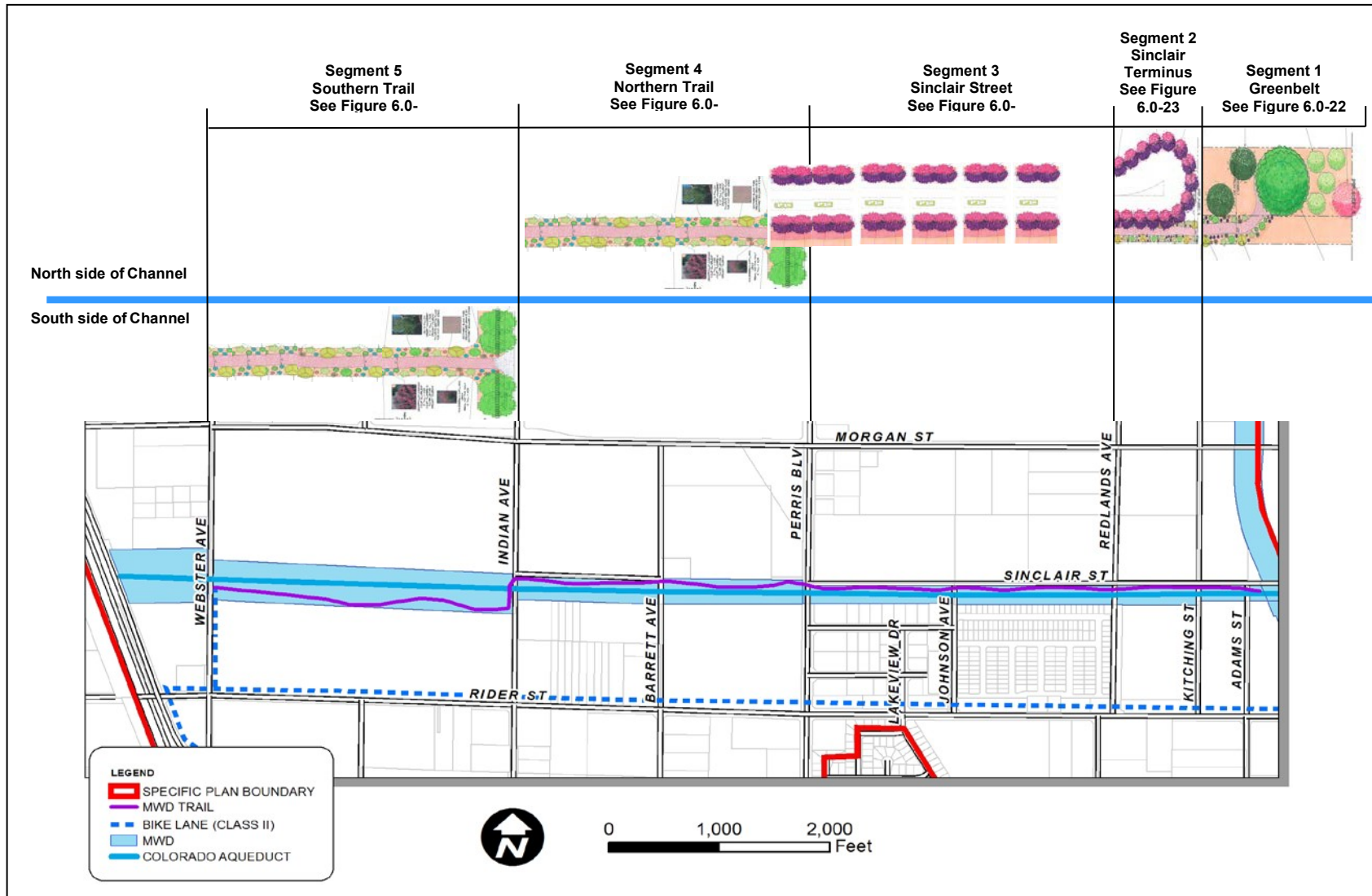
Trees: No trees are permitted within MWD property.

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



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Figure 6.0-21, MWD Trail

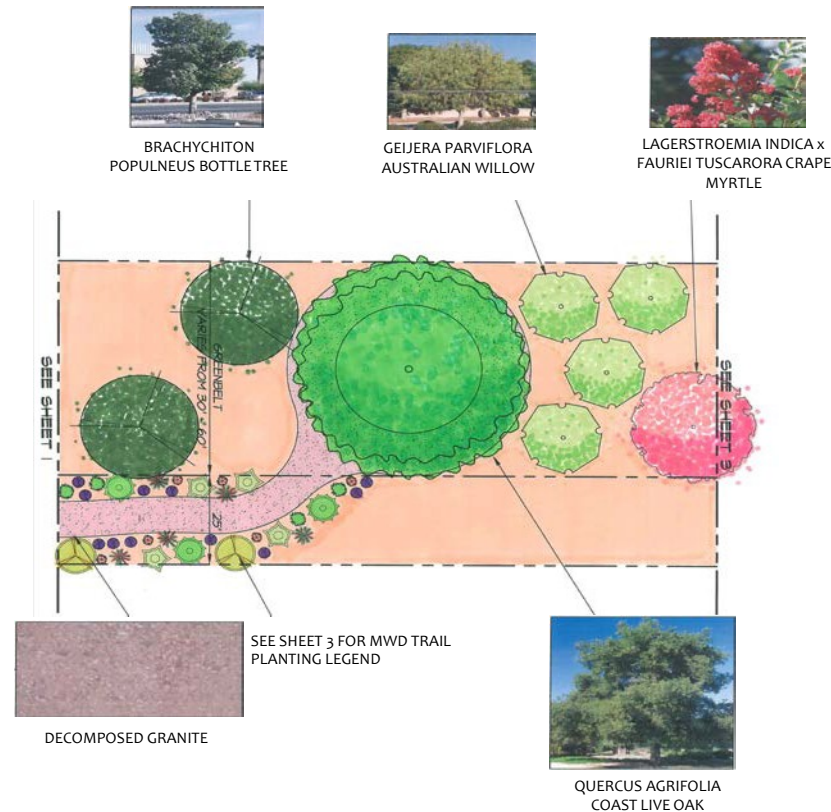


Segment 1 – Greenbelt (Figure 6.0-22)

Segment 1 will eventually link the Perris Valley Channel trail with the MWD trail. There is an existing roadway dedication for Sinclair Street all the way to the channel. Because the road will not serve future circulation, it will be used to supplement the MWD trail with a greenbelt and a circular like turnaround. For Segment 1:

- Trail should be located on the north side of the pipeline.
- There is an existing dedicated east-west street which will be developed on a greenbelt.
- Note that trees can be planted within City owned right-of-way.

Figure 6.0-22, Segment 1 – Greenbelt

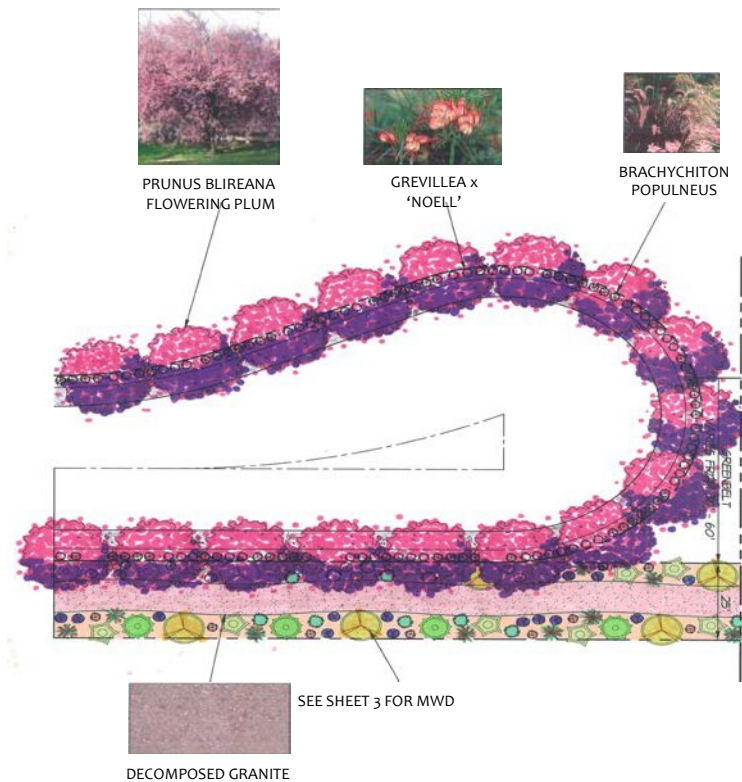


Segment 2 – Sinclair Terminus (Figure 6.0-23)

Segment 2 anticipates the terminus of Sinclair Street in the event the access needs to be provided to existing parcels between the channel and Redlands Avenue. The City will determine if the road section or the length of extension necessary to service property owners to the south of Redlands can be eliminated. If the road section is eliminated, the section for Segment 1 will apply. Otherwise, provisions for segment 2 shall consist of the following:

- Trail should be located on the north side of the pipeline.
- There is an existing dedicated east-west street.
- Sinclair Street shall be developed with a special street section allowing for trees within the parkway that incorporate into the trail.

Figure 6.0-23, Segment 2 – Sinclair Terminus



PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES

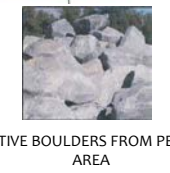
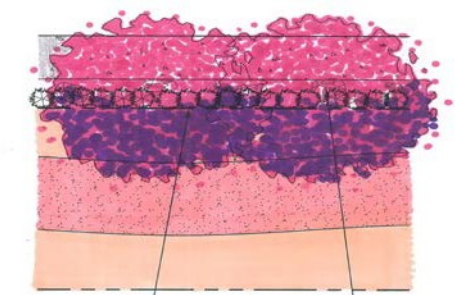
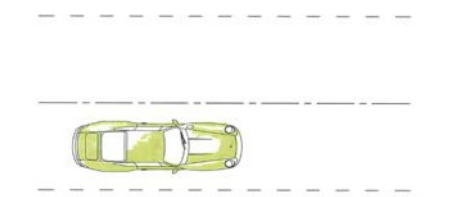
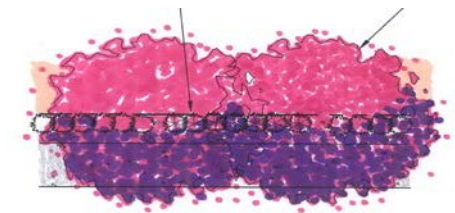
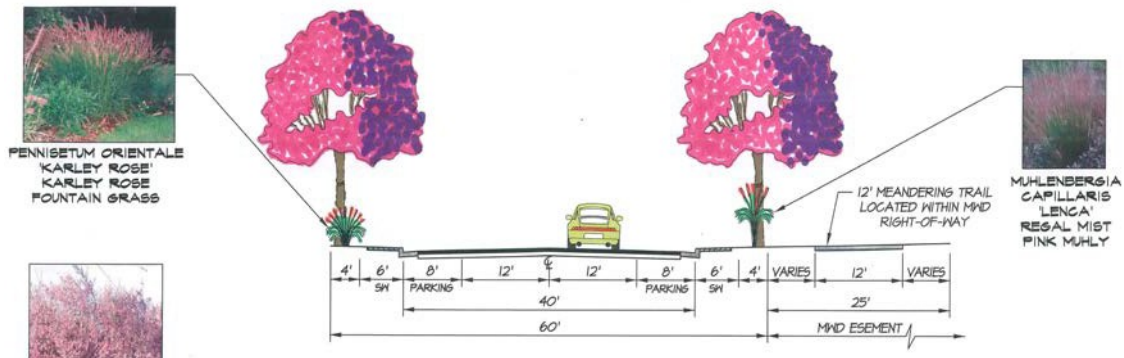


Segment 3 – Sinclair Street (Figure 6.0-24)

Sinclair Street is an existing road. To further improve the MWD Trail, this segment of road width has been enhanced with the landscape along the parkway in Sinclair which abuts the proposed MWD trail located on the north side of the MWD easement. For Segment 3:

- Trail should be located on the north side of the pipeline.
- 25-foot meandering trail.

Figure 6.0-24, Segment 3 – Sinclair Street



Segment 4 – Northern Trail (Figure 6.0-25)

Segment 4 is located along the northerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 4:

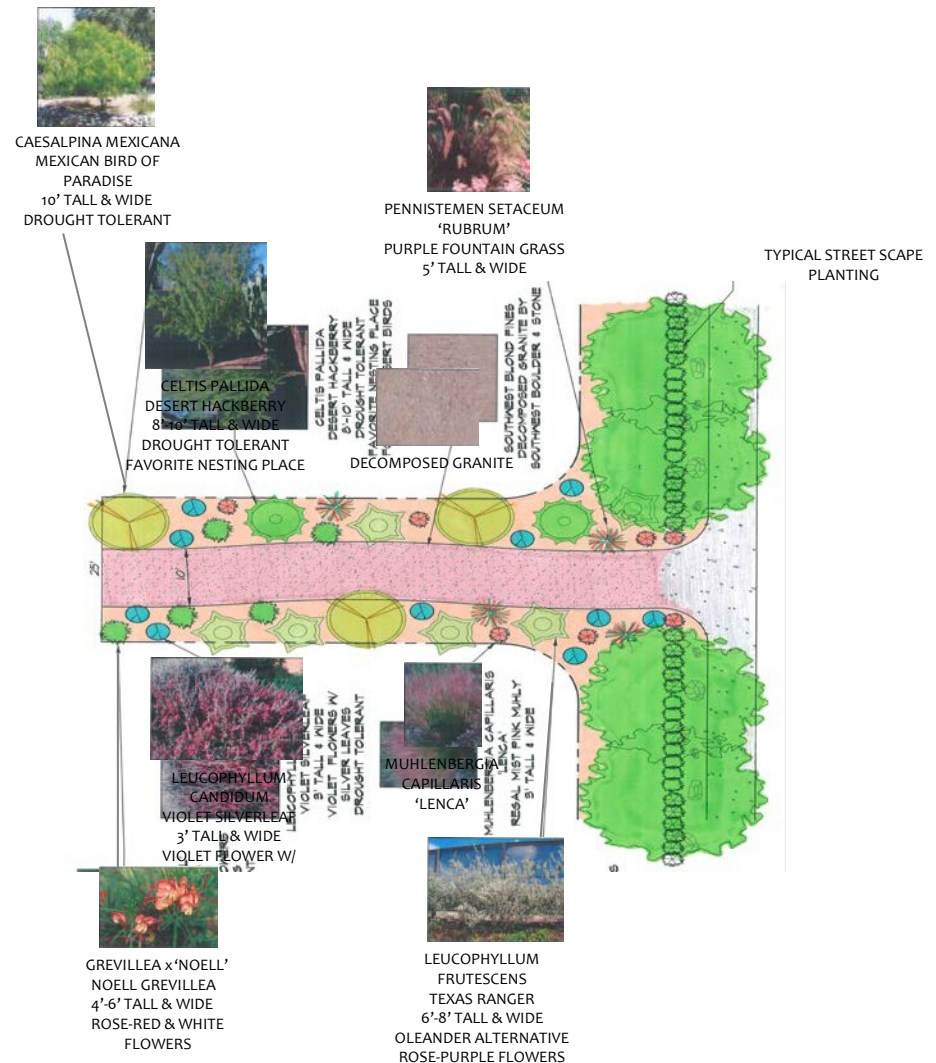
- Trail should be located on the north side of the pipeline.
- 25-foot meandering trail.

Segment 5 – Southern Trail (Figure 6.0-25)

Segment 5 is located along the southerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 5:

- Trail should be located on the south side of the pipeline.
- 25-foot meandering trail.

Figure 6.0-25, Segment 4 –Northern Trail / Segment 5 – Southern Trail





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6.3 Planting Guidelines

All areas required to be landscaped shall be planted with groundcovers, shrubs, or trees selected from the Plan Palette Section 6.1.3. The material shall be planted in the following sizes and shall be in accordance with all City of Perris standards and minimum requirements:

- **Trees:** Twenty-five percent (25%) of the site trees (excluding all street and screen trees) provided shall be a minimum 24-inch box size. The balance of the trees shall have a minimum size of 15 gallons.
- **All 15-Gallon Trees** shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department.
- **All 24-Box Trees** shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department. Larger trees shall be guy-wired per City of Perris standards.
- **Larger Specimen Trees** are encouraged for entry points, pedestrian plazas and courtyards.
- **Shrubs:** The majority of all shrubs used shall have a minimum size of 5 gallons. Smaller shrubs may be used where rapid growth characteristics warrant.

Plant Maintenance

All specimen trees shall be fine pruned after planting to allow for both vehicular and pedestrian safety.

Plant Material Requirements and Purpose

All planting areas shall be designed to be consistent with plant material horticultural requirements and work with the purpose of the planting (i.e. aesthetics, screening, wind, etc.).

Structures Wrapped by Landscaping

Exterior building sides (excluding screen loading type areas) should be grounded by landscaping. A minimum landscape strip of five-feet should be provided between parking, sidewalks, and other paved areas adjacent to the structure.

Turf and Ground Cover Areas to be Cross Ripped

All future turf and ground cover areas are to be cross ripped to a depth of six-inches both ways through the use of a rototiller or equivalent machine. All soil amendments shall be blended in and rototilled to a depth of six-inches.

Deep Root Barriers

Deep root barriers of 24" or greater, shall be installed where trees are planted within five-feet of any building, curb, gutter, utility, or paved surface or within 10-feet of a public right-of-way or sidewalk.



Erosion Control

Refer to the City of Perris Standards, City of Perris Municipal Zoning Code, Chapter 19.70, Section 19.70.040, Landscape Design Guidelines. Prior to the installation of plant material, soil samples from representative slopes and flat areas shall be obtained by the landscape contractor and tested for agronomic suitability in order to determine proper planting and maintenance requirements for proposed plant materials with pre-planting and post-planting recommendations.

Positive Drainage to Street or Collection Device

All landscape areas shall have positive drainage to the street or collection devices.

Concrete Gutters/Swales Are Prohibited Landscape Areas

Concrete gutters/swales are prohibited as drainage devices in landscaped areas. A series of low points and underground drainage systems shall be provided where surface conveyance of runoff would damage and/or erode planting areas or cross sidewalks.

6.4 Irrigation and Water Conservation

Refer to City of Perris Municipal Zoning Code, Chapter 19.70.020, "Water Conservation Requirements for New or Rehabilitated Landscapes."



7.0 COMMERCIAL DESIGN STANDARDS AND GUIDELINES

7.1 Definition of Commercial

Commercial (C). This zoning designation provides for retail, professional office, and service oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone shall be applicable to and correlate with the General Plan Land Use designations of Community Commercial and Commercial Neighborhood.

Allowable uses within the commercial designation include those uses derived from commercial uses in the City of Perris Municipal Code Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

7.2 Commercial Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines with the following exceptions and/or additions:

7.2.1 Commercial Site Layout

7.2.1.1 Vehicular Access and On-Site Circulation

Adequate Vehicle Spacing For Drive-Thru's

Businesses with drive-thru service(s) shall provide adequate stacking to accommodate eight (8) vehicles prior to each pick-up window to avoid conflict with on-site circulation.

7.2.1.2 Pedestrian Access and On-Site Circulation

Internal Pedestrian Walkways

Internal walkway should provide connection between building entries, plazas, and courtyards within the project and be covered when possible.

Paving For Walkways Visible from Public Rights-of-Way/Public Access

Enhanced paving is preferred in areas visible from public rights-of-way or utilized for public access to define business entries, pedestrian walkways, and within plazas and patios.

Walkways through Parking Lots

Pedestrian walkways through commercial development parking lots should be



Pedestrian Access and On-Site Circulation

accented with special design features such as raised, colored and/or textured pavement, a widened roadway, or a combination of the preceding.

Pedestrian Access Between Buildings/Parking Areas/Amenities On/Off-Site

Pedestrian walkways should be embellished and defined by landscaping, trees, lighting, textured paving, and/or trellises.

7.2.1.3 Parking and Loading

Parking Requirements

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

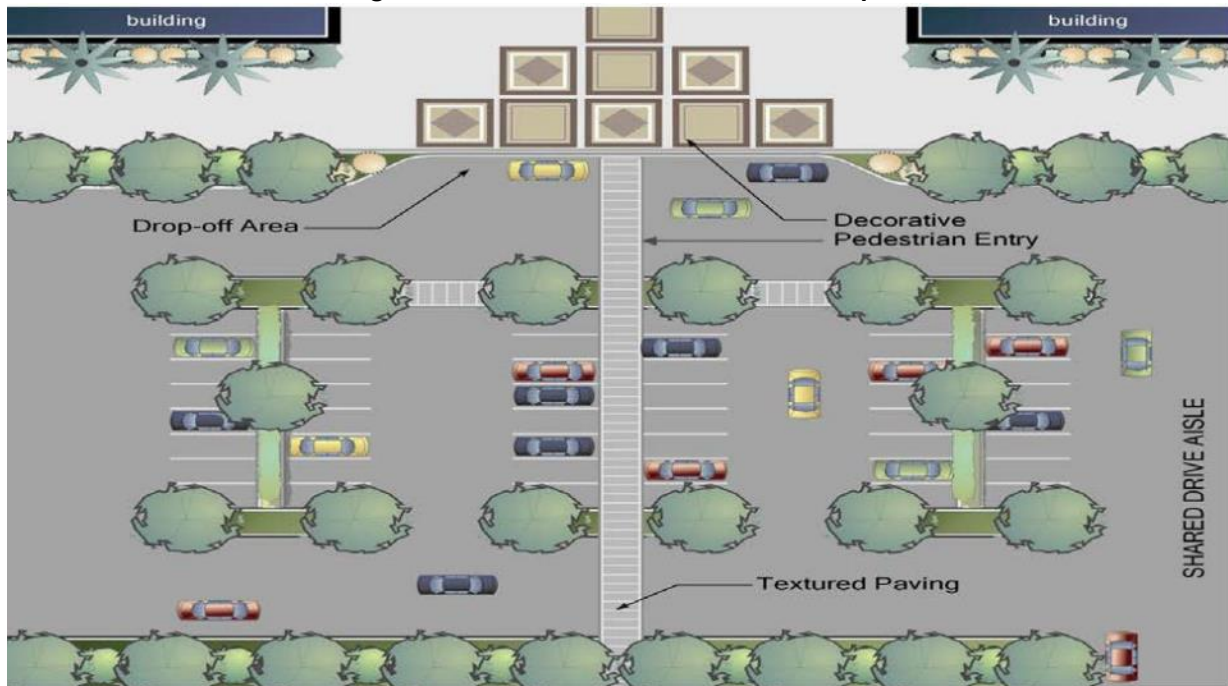
Disperse Parking Areas

When possible, disperse parking into multiple smaller lots or separated parking blocks as opposed to one large lot so that cars are not the dominant visual element of the site from the street.

Limited Store Front Parking

To promote visibility of the business, store parking should be limited as shown in Figure 7.0-1. Should store front parking be provided, landscaping treatments shall be required to provide a more visually appealing store front and parking should be limited to the greatest extent possible.

Figure 7.0-1, Pedestrian Access and Drop-Off



7.2.1.4 Plazas and Open Space Areas

Plazas Required for Over 100,000 S.F. Commercial Centers

Commercial centers over 100,000 square feet require a plaza of at least one (1) square foot per 100 square feet of building area.

Commercial Plaza Elements

Plazas and open space areas provide a friendly and inviting vision and environment by incorporating some of the following elements:

- Enhanced visitor area(s) (i.e., a plaza, patio, courtyard, linear promenade, terrace, or usable landscaped area) scaled accordingly to the size and demands of the particular user or facility.
- Architectural features and site furniture, adhering to a consistent theme.
- Seating, such as benches, tables and chairs, and/or low seating walls.
- Enhanced paving using a combination of textures and patterns, site walls including tree grates.
- Decorative light fixtures and pedestrian scale, bollards and other accent lighting. Enhanced walkway lighting shall not act as sole lighting.
- Landscaping of special interest, landscape buffering, screen walls, trellises, pergola structures and large scale canopy trees.
- Public art or other focal point amenity. Public art is highly encouraged and incentivized by the City. Refer to Section 14.0 for additional incentive information.



Plazas and Open Space Areas

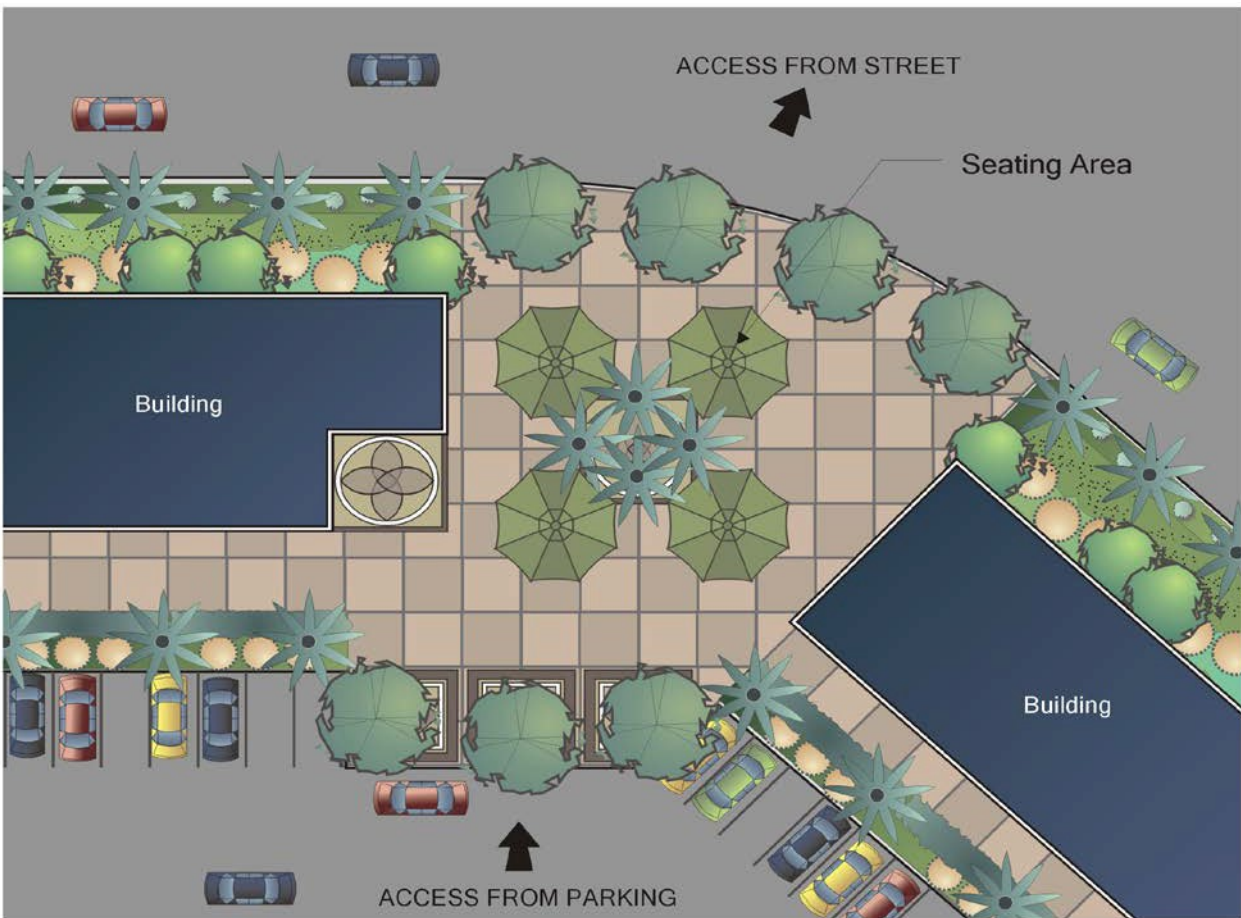


Commercial Plaza Elements

Plaza Locations

Plazas should be oriented toward the public view whenever possible as shown in Figure 7.0-2, and placed in areas where high levels of pedestrian activity is likely to occur. They should complement the associated facilities and draw attention to the primary business entry and/or serve as a common area for multiple businesses, adjacent to building entrances, in food service areas, or between building clusters.

Figure 7.0-2, Plaza Locations



Higher Level of Design Treatments

Enhanced plazas and open space areas should exhibit a higher level of design treatments that incorporate seating, water features, sculptures, trash receptacles, ash urns, pedestrian scaled lighting enhancements, and other furnishings as appropriate for the specific user.

Shelter and Buffer Plazas

Plazas should be sheltered and buffered as much as possible from the sun, noise and traffic of adjacent streets, trash receptacles, parking, loading areas, or other incompatible land uses.

Outdoor Seating Area (Over 10,000 S.F. Building Area)

Outdoor seating areas accessible to patrons shall be provided for retail and food service areas over 10,000 square feet of building area.

Separate Employee Break Areas

Site design layout is encouraged to separate employee break areas from the public plaza areas.

Connection to Adjacent Amenities

Site design should include provisions for pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.



Outdoor Seating Areas

7.2.1.5 Outdoor Storage

Shopping Cart Storage Material

Businesses which utilize shopping carts shall provide designated storage areas within most parking aisles. Tubular holding structures shall be prohibited.

Shopping Cart Storage Screening

Outside shopping cart storage areas shall be screened through the use of walls and/or raised planters constructed as an element of the building.

Outdoor Storage Restrictions

Other than noted above, no other outdoor storage is permitted in the Commercial Zone.



Shopping Cart Storage and Screening



7.2.1.6 Outdoor Display

Extension of Indoor Display Areas

Outdoor display areas shall be designed as an extension of typical indoor display areas through the use of such space defining elements as perimeter landscaping, distinctive placement areas, enhanced surface treatment, or decorative security fencing. The design of these areas shall maintain adequate pedestrian circulation outside of the vehicular travel area.

Approval with Site Plan

Outdoor display areas shall be included and approved by the City with the site plan approval.

7.2.1.7 Water Quality Site Design

Runoff From Truck Docks

Runoff from truck docks must be treated for pollutants of concern prior to discharge from the site.

Truck-wells

Truck-wells are discouraged due to potential clogging of sump-condition storm drain inlets. If used, run-off-needs to run through landscape before discharging from site.

7.2.2 Architecture

7.2.2.1 Scale, Massing and Building Relief

Project Identity

Building and site development shall incorporate an architectural component that provides an identity for the project.

Building Entrances

Provide defined and recognizable building entrances to ensure they can be differentiated from other facade enhancements. Vary items such as roof lines and building materials to discern between a window and an entry.



Scale, Massing and Building Relief



Attractive Facades

Attractive facades should be provided through careful detailing, especially at the base of buildings, along eaves, parapets and around entries and windows.

Avoid Single, Large Dominant Building Mass

A single, large, dominant building mass shall be avoided to the extent feasible. Specifically, horizontal masses shall not exceed a height to width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed offsets.

Recess Second or Subsequent Floors

Recess second or subsequent floors, include balconies or outdoor space.

7.2.2.2 Architectural Elevations and Details

Primary Building Entries

Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features. Greater height can be used to highlight and accentuate entries in the form of tower elements, tall voids, or entry meeting plazas.

Geometric Variation

This element is highly encouraged to break the monotony of the common rectangular box form by incorporating a variation of elements that include, but are not limited to: rounded and clipped corners; trapezoidal and cylindrical entry towers; concave/convex wall projections; freeform or multi-faceted building footprints.

Windows and Storefronts

Windows and storefronts should be designed as defined, offset, openings within a solid wall rather than large unbroken expanses of a flush wall and window pane. Large-scale openings in walls with inserted glass walls may be appropriate for entry conditions from plazas. Highlighting windows is encouraged through the use of projections, trim or lentil elements.

7.2.2.3 Color and Materials

Windows Glazing

Window glazing used in commercial development should permit views into the establishment. Use of highly reflective and spandrel glass is strongly discouraged.



Geometric Variation /Windows and Store Fronts



7.2.2.4 Furnishings

Newspaper Racks, Phone Booths, ATM and Vending Machines

Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

7.2.3 Lighting

Low wattage down-lighting should be used on commercial buildings, provided that all exterior lighting complies with Riverside County Ordinance No. 655 regulating light pollution and its detrimental impact on astronomical observation and research.

7.2.4 Signage

Perris Valley Commerce Center Logo

Any sign program along a major roadway shall include signage at main and secondary entrances, as well as at major intersections, that include the Perris Valley Commerce Center logo.



Lighting and Signage

7.3 Live-Work Units

The City will consider proposals for Live-Work units for proposed and existing commercial uses. All mixed use proposals shall be handled in accordance with standard provisions for conditional uses. Consultation with the City is required to ensure feasibility before commencement. Attention shall be given to insure minimal impacts to adjacent uses and the feasibility of implementing proposed project. The Development Services Department will provide consideration for design criteria including but not limited to the following:

Architectural Design

Architectural design should transition away from a traditional residential design and reflect a professional appearance.

Defined Building Entrances

A separate entrance shall be provided for residence and for work unit.



Landscaping

Landscaping shall be professional in appearance and transitioning away from a traditional residential landscape appearance.

Lighting

Security lighting shall be provided.

Parking

Parking shall be based upon existing parking requirements as set forth by the Perris Municipal Code, except that reductions may be appropriate if demonstrated by a Parking Study.

Number of Units Permitted

Not more than sixty-four (64) live-work units will be permitted to be developed within any given quarter-mile (160-acre) areas. Live-work units are not permitted within the Airport Overlay Zone, except at a maximum number of one such unit for each legally established lot, in lieu of a conventional residence.

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



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8.0 INDUSTRIAL DESIGN STANDARDS AND GUIDELINES

8.1 Definition of Industrial

Light Industrial (LI). This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. This zone correlates with the 'Light Industrial General Plan Land Use designation.

General Industrial (GI). This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to industrial activities, including outdoor storage. This zone correlates with the "General Industrial" General Plan Land Use designation.

Allowable uses within the industrial designation include those uses derived from industrial uses in the City of Perris Municipal Code Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

8.2 Industrial Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines with the following exceptions and/or additions:

8.2.1 Industrial Site Layout

8.2.1.1 Orientation/Placement

Industrial Operations

Industrial operations should be screened from the public view and oriented away from residential uses, according to required setbacks.

8.2.1.2 Vehicular/Truck Access and On-Site Circulation

Driveway

Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.

Interior Drive Aisles for Trucks

Truck drive aisles shall be a minimum of 40-feet wide.



Industrial Design



Truck Access

8.2.1.3 Parking and Loading

Parking

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

Truck Courts

Automobile parking is restricted in truck courts.

8.2.1.4 Employee Break Areas and Amenities

Outdoor Break Areas

An outdoor break area should be provided at each office area location. It should include an eating area (tables and seating) covered by overhangs, patio covers, pergolas, etc. This area should be designed to create a sense of privacy and separation through the use of enhanced landscaping and paving, as well as landscape screening/low garden walls or combination thereof.

Additional Amenities for Buildings Exceeding 100,000 S.F.

Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails and recreational facilities.

Connection to Adjacent Amenities

Site design should consider pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

8.2.1.5 Screening

Truck Courts

Industrial operations and truck courts shall be screened from public view and adjacent residential uses.



Screening

8.2.1.6 Outdoor Storage Permitted

Outdoor storage is permitted in General Industrial Zone only. Outdoor storage is permitted as an accessory use in Light Industrial Zone (limited to 10% of the site or less).

8.2.1.7 Outdoor Display Areas

Outdoor display area of products covering less than 5% of the lot area is allowed upon approval of a Minor Development Plan Review by the Planning Department pursuant to Chapter 19.54. Outdoor display area of products covering more than 5% of the lot area is allowed upon approval of a Conditional Use Permit.

8.2.1.8 Water Quality Site Design

Runoff from Loading Docks

Runoff from loading docks must be treated for pollutants of concern prior to discharge from the site.

Truck-wells

Truck-wells are discouraged due to potential clogging of sump-condition storm drain inlets. If used, run-off needs to run through landscape before discharging from site.

8.2.2 Landscape

No Landscape in Screened Truck Courts

Unless necessary for screening, recreation or water quality purposes, no landscape will be required in screened truck courts.



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9.0 BUSINESS/PROFESSIONAL OFFICE DESIGN STANDARDS AND GUIDELINES

9.1 Definition of Business/Professional Office

Business/Professional Office (BPO). This zone is to provide for uses associated with business, professional or administrative services located in areas of high visibility from major roadways, as well as to provide for convenient access from automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed in this zone. This zone is a conglomeration of the General Plan Land Use designations of Business Park and Professional Office.

The allowable uses within the office designation include those uses derived from the Business Park and Professional Office zones in the City of Perris Municipal Code Chapter 19. These allowable uses are set forth in the Table 2.0-2 within the Perris Valley Commerce Center Specific Plan. Related service businesses such as printing shops, restaurants, and personal care services would support the needs of local residents, businesses, and the public.

9.2 Business/Professional Office Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for developments standards and guidelines with the following exceptions and/or additions:

9.2.1 Business/Professional Office Site Layout

9.2.1.1 Pedestrian Access and On-Site Circulation

Internal Pedestrian Walkways, Plazas and Courtyards

Enhanced paving should be used on internal walkways to provide connections between building entries and to the public right-of-way. Enhanced paving should also be provided in plazas, and courtyards within the Professional Office Zone.



Pedestrian Access Between Buildings/Parking Areas/Amenities On/Off-Site

Pedestrian walkways should be embellished and defined by landscaping, trees, lighting, textured paving, and/or trellises.



Walkways through Parking Lots

Pedestrian walkways through parking lots of Professional Office developments should be accented with special design features such as

Pedestrian Access



raised, colored and/or textured pavement, a widened roadway, or a combination of the former.

9.2.1.2 Parking and Loading

Parking

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

Location of Parking

Generally, parking lots should be located either to the rear or to the side of a building, or a combination of both.

Disperse Parking Areas

Disperse parking into multiple smaller lots or separated parking blocks as opposed to one large lot such that cars are not the dominant visual element of the site from the street.

9.2.1.3 Plazas, Employee Break Areas, and Amenities

PLAZA

Plazas Required for Professional Offices Over 100,000 Square Feet

Professional Offices over 100,000 square feet require a plaza of at least one (1) square foot per 100 square feet of building area.

Business Park/Professional Office Plaza Elements

Enhanced visitor area(s) (i.e., a plaza, patio, courtyard, linear promenade, terrace, or usable landscaped area) should be scaled accordingly to the size and demands of the particular user or facility and that exhibit a higher level of design treatments by incorporating seating, sculpture, trash receptacles, ash urns, pedestrian scaled lighting enhancements and other furnishings as appropriate for the specific user. Plazas and open space areas provide both a friendly and inviting vision and environment by incorporating some of the following elements:

- Architectural features and furnishings adhering to a consistent theme.
- Seating, such as benches, tables and chairs, and/or low seating walls.
- Enhanced paving using a combination of textures and patterns, site walls including tree grates.
- Decorative light fixtures. Pedestrian scale,



Higher Level Design Treatments

- bollard, or other accent lighting. Note enhanced walkway lighting does not act as sole lighting.
- Landscaping of special interest, landscape buffering, screen walls, trellises, pergola structures and large scale canopy trees.
- Public art or other focal point amenity. Public art is highly encouraged and incentivized by the City. Refer to Section 14.0 for additional incentive information.



Public Art

Plaza Locations

Plazas should be oriented toward the public view whenever possible as shown in Figure 9.0-1, and placed in areas where high levels of pedestrian activity are likely to occur. Special opportunities for plazas adjacent to building entrances, in food service areas, or between building clusters should be provided.

Figure 9.0-1, Plaza Locations



Shelter and Buffer Plazas

Plazas should be sheltered and buffered, as much as possible, from the sun, noise and traffic of adjacent streets, trash enclosures, parking, loading area, or other noxious elements.



Outdoor Seating Areas

EMPLOYEE BREAK AREAS

Outdoor Break Areas in Business Park

Business Parks should provide a shared outdoor break area.

It should include tables and seating covered by overhangs, patio covers, or pergolas. This area should be defined to create a sense of privacy from public and separation through the use of enhanced landscaping, low garden walls, or combination thereof.



Employee Break Areas

EMPLOYEE AMENITIES

Amenities for Buildings Exceeding 100,000 Square Feet

Business/Professional Offices exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails, recreational facilities.

Connection to Adjacent Amenities

Site design should include provisions for pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

9.2.1.4 Outdoor Storage and Display

Outdoor Storage Prohibited

No outdoor storage is permitted in Business/Professional Office Zone.

Outdoor Display Prohibited

No outdoor display is permitted in Business/Professional Office Zone.



9.2.2 Architecture

9.2.2.1 Scale, Massing and Building Relief

Identity to the Project

Building and site development shall incorporate an architectural component that provides enhancement to the identity of the project.



9.2.2.2 Architectural Elevations and Details

Primary Building Entries

Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features.



Scale, Massing and Building Relief

9.2.2.3 Furnishings

Newspaper Racks, Phone Booths, ATM and Vending Machines

Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

9.2.3 Signage

9.2.3.1 Identity

Perris Valley Commerce Center Logo

Any sign program along a major roadway shall include signage at main and secondary entrances, as well as at major intersections, which includes the Perris Valley Commerce Center logo.

9.3 Live-Work Units

The City will consider proposals for Live-Work units for proposed and existing business/professional office uses. All mixed use proposals shall be handled in accordance with standard provisions for conditional uses. Consultation with the City is required to ensure feasibility before commencement. Attention shall be given to insure minimal impacts to adjacent uses and the feasibility of implementing proposed project. The Development Services Department will provide consideration for design criteria including but not limited to the following:



Architectural Design

Architectural design should transition away from a traditional residential design and reflect a professional appearance.

Defined Building Entrances

A separate entrance shall be provided for residence and for work unit.

Landscaping

Landscaping shall be professional in appearance and transitioning away from a traditional residential landscape appearance.

Lighting

Security lighting shall be provided.

Parking

Parking shall be based upon existing parking requirements as set forth by the Perris Municipal Code, except that reductions may be appropriate if demonstrated by a Parking Study.

Number of Units Permitted

Not more than sixty-four (64) live-work units will be permitted to be developed within any given quarter-mile (160-acre) areas. Live-work units are not permitted within the Airport Overlay Zone, except at a maximum number of one such unit for each legally established lot, in lieu of a conventional residence.



10.0 RESIDENTIAL DESIGN GUIDELINES

10.1 Definition of Residential

Residential (R). This zone recognizes the existing residential community of detached single family residential development between Markham Street and Ramona Expressway, east of Webster Avenue. This zone shall be applicable to and correlate with the General Plan Land Use designation of R-20,000 Single Family Residential. The continued use of this area as residential is allowed, but other business, commercial-related and mixed-use activities are encouraged. Other proposed uses shall be submitted to the Development Services Department for review. Development Services Department will determine appropriate processing procedures for proposed use. Further subdivision in this land use category is discouraged.

Multi-Family Residential (MFR). This zone recognizes the existing mobile home park within the specific plan area. The continued use of this area as a mobile home park is allowed. This zone shall be applicable to and correlate with the General Plan Land Use designation of MFR-14. The allowable uses within the residential designations include those uses derived from the MFR-14 and MFR-22 uses in the City of Perris Municipal Code Chapter 19. These allowable uses are set forth in Table 2.0-2. Further subdivision in this land use category is discouraged.

10.2 Residential Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines as well as City of Perris Zoning Ordinance, Chapter 19.69.

10.3 Residential Design Criteria

Refer to City of Perris Zoning Ordinance, Chapter 19.21 R-20,000 Single Family Residential and Chapter 19.34 R-5 District (Mobilehome Subdivisions). For other proposed uses such as live-work units or home occupation (City of Perris Zoning Ordinance 19.02.140), design criteria shall be at the discretion of the Development Services Department.

10.4 Live-Work Units

The City will consider proposals for Live-Work units for existing residential as well as for proposed and existing commercial and business/professional office uses. All uses must comply with the Airport Overlay Zone land use restrictions. All mixed use proposals shall be handled in accordance with standard provisions for conditional uses. Consultation with the City is required to ensure feasibility before commencement. Attention shall be given to insure minimal impacts to adjacent uses and the feasibility of implementing proposed project. The Development Services Department will provide consideration for design criteria including but not limited to the following:



Architectural Design

Architectural design should transition away from a traditional residential design and reflect a professional appearance.

Defined Building Entrances

A separate entrance shall be provided for residence and for work unit.

Landscaping

Landscaping shall be professional in appearance and transitioning away from a traditional residential landscape appearance.

Lighting

Security lighting shall be provided.

Parking

Parking shall be based upon existing parking requirements as set forth by the Perris Municipal Code, except that reductions may be appropriate if supported by a Parking Study.

Number of Units Permitted

Not more than sixty-four (64) live-work units will be permitted to be developed within any given quarter-mile (160-acre) areas. Live-work units are not permitted within the Airport Overlay Zone, except at a maximum number of one such unit for each legally established lot, in lieu of a conventional residence.



11.0 PUBLIC DESIGN STANDARDS AND GUIDELINES

11.1 Definition of Public

Public (P). This zone is intended to provide for a wide range of public and semi-public uses. This zone shall be applicable to and correlate with the General Plan Land Use designation of Public/Semi-Public Facilities/Utilities.

Allowable uses within the public designation include those uses derived from the Public/Semi-Public Facility uses in the City of Perris Zoning Ordinance, Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

11.2 Public/Semi Public Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines as well as City of Perris Zoning Ordinance, Chapter 19.69.



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12.0 AIRPORT OVERLAY ZONE

The Airport Overlay Zone (AOZ) is an area approximately 1,032 acres and generally extending south of the runway at March Air Reserve Base/Inland Port (March ARB/IP) through the central part of the Perris Valley Commerce Center (PVCC) Specific Plan area. This zoning overlay defines specific land uses and land use densities as distinguished by each of these areas. This zoning overlay corresponds to the March ARB/IP Airport Land Use Compatibility Plan adopted in 2014 and the March ARB/IP Safety Zones: M (Military), A (Clear Zone), B1 (Inner Approach Departure Zone), B2 (High Noise Zone), C1 (Primary Approach/Departure Zone), C2 (Flight Corridor Zone), D (Flight Corridor Buffer), and E (Other Airport Environs). These safety zones are shown on Figure 12.0-1.

The AOZ corresponds generally with the boundaries and provisions of the 2014 March ARB/IP ALUCP and airport influence area.

12.1 Airport Overlay Zones and Delineation

The following March zones apply throughout the Perris Valley Commerce Center. Refer to Figure 12.0-1 below for overlay zones.

Zone M (Military) includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside Airport Land Use Commission have jurisdiction over federal lands.

Zone A (Clear Zone) contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

Zone B1 (Inner Approach/Departure Zone) encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.

Zone B2 (High Noise Zone) is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.

Zone C1 (Primary Approach/Departure Zone) encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To



the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

Zone C2 (Flight Corridor Zone) contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

Zone D (Flight Corridor Buffer) is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

Zone E (Other Airport Environs) contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.

The High Terrain Zone serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.

For a complete listing of those land uses prohibited or permitted with restrictions within the March ARB/IP safety zones, see Tables 12.0-1.

Figure 12.0-1, March ARB/IP Airport Compatibility Map

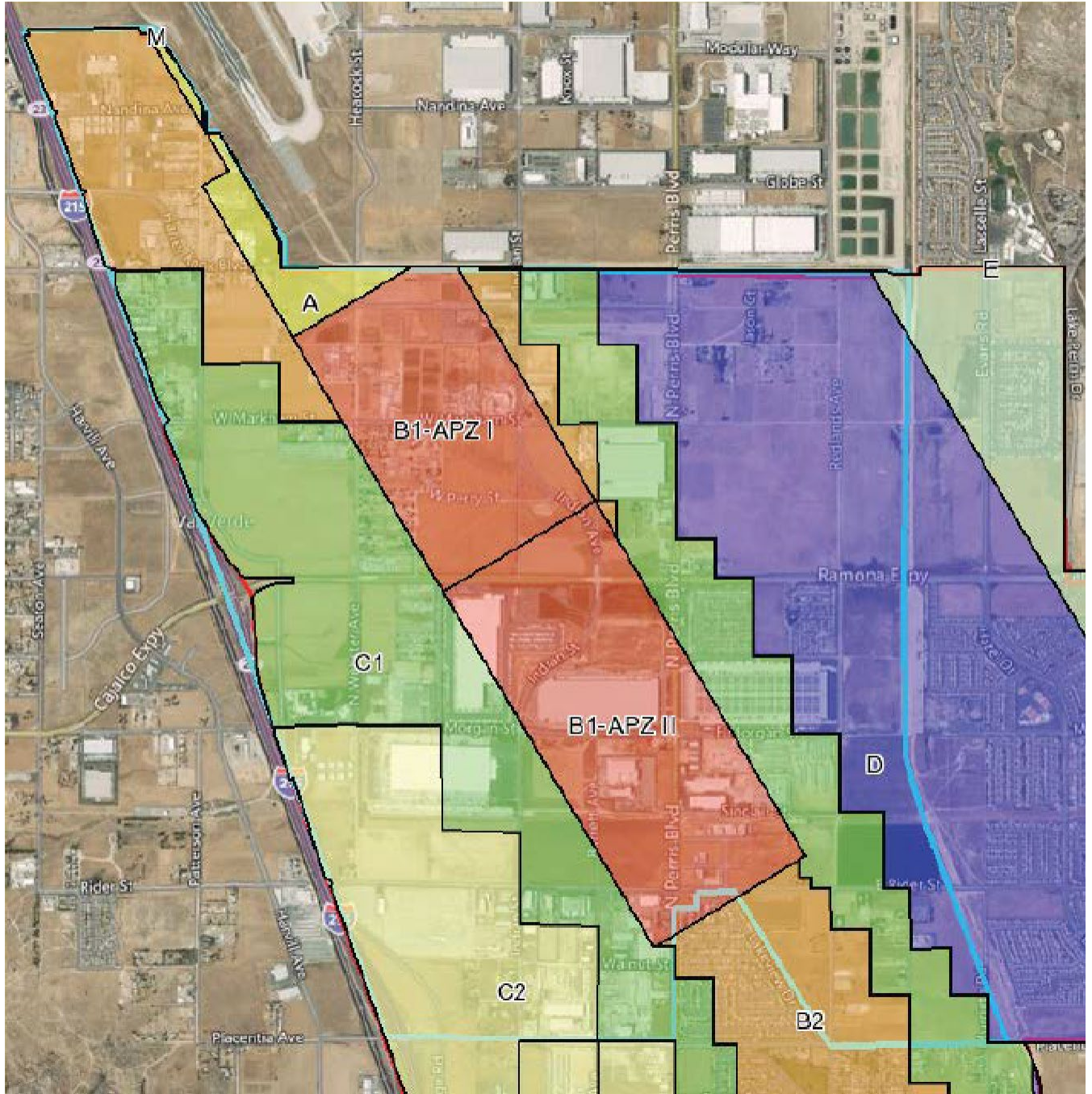




Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table

Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
M <i>(Military)</i>					Federal Lands -No ALUC authority	
A <i>Clear Zone</i> <i>(if not base)⁷</i>	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight ⁸	-Electromagnetic radiation notification -Avigation easement dedication and disclosure ^{4,7}
B1 <i>Inner Approach/Departure Zone</i>	No new dwellings allowed ¹⁰	25 (APZ I)	100	Max. 50% lot coverage within APZs ¹²	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ -Hazardous materials manufacture/storage ¹⁴ -Noise sensitive outdoor ¹⁵ nonresidential uses	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall ¹⁹



Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
					<ul style="list-style-type: none"> -Critical community infrastructure facilities¹⁶ -Hazards to flight⁸ -Uses listed in AICUZ as not compatible in APZ I or APZ II¹⁷ 	<ul style="list-style-type: none"> -Electromagnetic radiation notification⁹ -Avigation easement dedication and disclosure⁴
<p>B2 <i>High Noise Zone</i></p>	No new dwellings allowed ¹⁰	100	250	No Req'd	<ul style="list-style-type: none"> -Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses¹⁵ -Critical community infrastructure 	<ul style="list-style-type: none"> -Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Aboveground bulk storage for hazardous materials discouraged^{14,20} -Airspace review req'd for objects



Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
					facilities ¹⁶ -Hazards to flight ⁸	>35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
C1 <i>Primary Approach/Departure Zone</i>	≤ 3.0	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses ¹⁵ -Hazards to flight ⁸	-Critical community infrastructure facilities discouraged ^{16,20} -Above ground bulk storage of hazardous materials discouraged ^{14,20} -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Airspace req'd for objects >70 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴



Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
C2 <i>Flight Corridor Zone</i>	≤6.0	200	500	No Req'd	-Highly noise-sensitive outdoor nonresidential uses ¹⁵ -Hazards to flight ⁸	-Children's schools discouraged ²⁰ -Airspace review req'd for objects >70 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
D <i>Flight Corridor Buffer</i>	No Limit	No restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged ²¹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
E <i>Other Airport Environs</i>	No Limit	No restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Disclosure only ⁴
* <i>High Terrain</i>	Same as Underlying Compatibility Zone		Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight ⁸ -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall ¹⁹ -Avigation easement dedication and disclosure ⁴



NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.



11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APZ I or II, any use listed as —N— not compatible for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
21. Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.
22. In Zones B1 (including APZ I and APZ II) and B2, no new subdivisions establishing additional residential lots shall be permitted.

12.1.1 Applicability

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development project on properties within the March ARB/IP ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans division of Aeronautics Airport Land Use Planning Handbook.

Existing Development and Land Uses. Non-conforming uses and structures shall comply with Airspace Protection Standards of 19.51.070 which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are non-conforming uses and may continue. No increase in density for non-conforming residential land



uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ.

Development or land uses shall be considered "existing" if one of the following conditions are met:

- A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- Building permits have been issued and have not expired.
- The structures and site development have been legally established and physically exist.

12.1.2 Procedures

Approval. All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

Mandatory findings for approval. When a project, use or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:

- The project, use or activity complies with the noise compatibility policies of the AOZ.
- The project, use or activity complies with residential and non-residential density standards and other development conditions as per Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table.
- The project, use or activity complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- The project, use or activity complies with the airspace protection policies of the AOZ.
- The project, use or activity complies with the overflight policies of the AOZ.

Amendments. Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

Overrule Provisions. Should the RCALUC update the March ARB/IP ALUCP, the City Council of the City of Perris shall review the updated March ARB/IP ALUCP and either make changes to applicable General Plan sections, zoning, and implementing ordinances, or the City Council may, pursuant to Public Utilities Code Section 21676(b), overrule the RCALUC.

12.1.3 Compatibility with March ARB/IP ALUCP

The Perris Valley Commerce Center is located in March ARB/IP safety zones and therefore all development shall comply with the following measures:

Avigation Easement: Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA). Avigation easement forms and instructions are available on the MJPA website, www.marchjpa.com.



Noise Standard: All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.

Land Use and Activities: Compatible and approved land uses and activities shall not be altered or amended without City consent. The following shall be prohibited: ~~¶~~

- Any use that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or landing at an airport, other than FAA-approved navigational lights and systems.
- Any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport.
- Any use that would generate excessive smoke or water vapor or attract large concentrations of birds, or that would otherwise affect safe air navigation within the AIA.
- Any use that would generate electrical interference that may be detrimental to the operation of aircraft or the aircraft's navigation instrumentation.

Retention and Water Quality Basins: All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Notice of Airport in the Vicinity: Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the MARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and shall consist of the following:

NOTICE OF AIRPORT IN VICINITY

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 annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

Disclosure: The applicant shall provide full disclosure of the aviation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

Lighting Plans: Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March ARB/IP), for review and comment prior to issuance of building permits.

Height Restrictions per Federal Aviation Regulations Part 77



The federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 regulations identify elevations at which structures may present a potential hazard to air navigation and require FAA review. Please see Appendix D of the 2005 March ARB/IP AICUZ that describes FAR Part 77 height obstruction criteria surrounding the airport.

Form 7460: Development projects in the AOZ shall submit FAA Form 7460-1 (Notice of Proposed Construction or Alteration) through the process outlined at oaaaa.faa.gov, and shall receive and provide the City of Perris a copy of the FAA's "Determination of No Hazard to Air Navigation" prior to project construction. Should cranes or vertical equipment be used during the construction process, a separate Form 7460-1 is required for construction equipment to be submitted.

Infill:

Infill: Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

- (a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:
 - (1) The parcel size is no larger than 20.0 acres.
 - (2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
 - (3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
 - (4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.
 - (5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this Plan unless replacement open land is provided within the same compatibility zone.

- (b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:
 - (1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
 - (2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.



- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
 - (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
 - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the March ARB/IP COMPATIBILITY CRITERIA Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

- (d) The single-acre and risk-reduction design density and intensity multipliers described in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code are applicable to infill development

- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed development qualifies as infill rests with the City of Perris and/or project proponent.



13.0 IMPLEMENTATION AND ADMINISTRATIVE PROCESS

Section 13.0 outlines the methods by which development in the specific plan will be processed, the enhancements desired by the City, incentives that are available to potential developers, and infrastructure financing mechanisms.

13.1 Entitlement Processing Procedures

13.1.1 Decision Making Bodies and Responsibilities

City Council

The City Council of the City of Perris is the final decision-making authority on all amendments to the Specific Plan, subdivisions, permit revocations, and the referral of all permit types as listed below in Table 13.0-1.

Development Services Director

The Development Services Director or designee shall be the approval authority on all permitted uses, minor development plan reviews and minor modifications. In addition, the Development Services Director, or designee, may refer any application to the next higher authority due to special issues, impacts related to the project, or controversy. Refer to Table 13.0-1.

Planning Commission

The Planning Commission is the advisory body to the City Council in land use decisions for the City of Perris and the approval authority of land development requests such as development plan reviews and major modifications, as shown in Table 13.0-1. The Planning Commission may also refer any application to the City Council due to special circumstances or controversy.



13.1.2 Permit Types and Processes

Table 13.0-1, Permit Types and Processes

Application Type	Approval Authority	Public Hearing
Accessory Uses	Director of Development Services	No
Conditional Use Permit	Planning Commission	Yes
Determination of Public Convenience or Necessity	Planning Commission	Yes
Development Plan Review	Determined by entitlement application	Yes
Specific Plan Amendment	City Council	Yes
Temporary Outdoor Uses	Director of Development Services	No
Variances	Planning Commission	Yes
Major Modification	Same authority as original project	Yes
Minor Modification	Director of Development Services	No
Other Actions	Approval Authority	Public Hearing
Administrative Determination	Director of Development Services	No
Permitted Uses	Director of Development Services	No
Tentative/ Parcel Maps	Planning Commission	Yes

Accessory Uses (A)

These types of uses are only allowed subject to compatibility with the primary use of the property. Accordingly, Accessory Uses are clearly subordinate to, and supportive of, the primary use of the property. Accessory Uses are not allowed to be processed prior to the primary use, but may be processed concurrently with or after the primary use has been entitled. An Accessory Use may be approved after the primary use has been entitled only if no modifications to the entitled Development Plan is required as a result of the Accessory Use. The Development Services Director or designee is authorized to approve or deny requests for accessory uses.

Administrative Determination (AD)

When a land use is proposed, but not specifically listed within this Specific Plan as an allowable use, the Development Services Director or designee shall have the authority to determine if the proposed use is a Permitted Use and appropriate application for land use approval. In doing so, the proposed project will follow the approval procedure for that permit type.



Conditional Use Permits (CUP)

A conditional use is one which is not permitted by right but may be acceptable given an appropriate set of conditions of approval. Certain types of land uses within the Specific Plan are to be processed as a Conditional Use Permit. The Planning Commission is authorized to approve or deny such requests, upon a recommendation from the Development Services Department.

Determination of Public Convenience or Necessity (PCN)

As required by the California Department of Alcohol Beverage Control, the City must review and make finding of "Public Convenience and Necessity" for any business that wishes to sell alcohol beverages, where there already may be an "undue concentration" of such businesses within the same census tract. The Planning Commission is authorized to approve or deny any requests for determination of public convenience and necessity, upon a recommendation from the Development Services Department.

Development Plan Review (DPR)

All proposed structures or exterior modifications in commercial, industrial and multiple-family zones (landscape, parking, lighting, etc.), must be designed and reviewed through a Development Plan Review. The purpose of this application is to provide the City with certain site design information, such as floor plans, elevations, amount of parking required, etc. Any such application can be processed concurrently with any other applicable Permit. As such, the Development Services Director or designee, the Planning Commission, and/or the City Council is authorized to approve, conditionally approve, or deny any requests as per City of Perris Municipal Code 19.50.040.

Major/Minor Modifications (MM)

The Development Services Director or designee shall review any requests for revisions or modifications to approved projects and determine whether the proposed changes are "Major" or "Minor." Major Modifications are modifications to an approved permit that do not change the basic concept or use allowed by the original approval but may include but are not limited to, a significant increase in intensity of approved use, changes resulting in significant adverse affects, expansion within the approved permit area or changes to the original conditions or approval including extensions to the overall life of the permitted use. Major Modifications to approved projects shall be reviewed and processed in the same manner as the originating project.

Minor Modifications are changes to an approved permit that do not change the basic concept or use allowed by the original approval or the effect of an approval to surrounding property that may include but are not limited to: (1) modifications for upgrading facilities; (2) modifications for compliance with requirements of other public agencies; (3) modifications necessary to comply with the final conditions of approval; (4) minor improvements to site and architectural plans that do not increase the square footage of a project but are necessary to meet particular design intent and/or suit the needs of a new tenant; (5) modifications to on-site circulation and parking, lighting, fencing or walls (placement and/or height), landscaping and/or signage requirements,



provided those modifications will have no adverse effect upon public health, safety, welfare or the environment and; (6) proposed modification is exempt from provisions of California Environmental Quality Act. The Development Services Director or designee shall review all requests for Minor Modifications to approved projects and make a determination to approve or deny such requests. The approval of such modifications shall not extend the expiration date of the original approval, unless specifically requested by the revision.

Minor Adjustments (MA)

Although the Perris Zoning Ordinance describes provisions for Minor Adjustments to development standards, no such application is permitted in this Specific Plan. Any requests for minor modifications of development standards shall be considered through the Incentive Program.

Permitted Uses (P)

Permitted uses are those which shall be allowed provided they comply with existing City Ordinances and policies. See Land Use Table for types of land uses within the Specific Plan that are to be processed as a Permitted Use. Permitted uses are subject to review, public hearing and final determination by the Development Services Director or designee.

Specific Plan Amendments (SPA)

Any change to the Specific Plan boundaries, land use designations, land use allowances, development criteria, circulation plan, public facility plan, or other major component will require a Specific Plan Amendment. The Planning Commission is authorized to review and recommend either approval or denial to the City Council. The City Council is authorized to approve or disapprove any proposed requests.

Temporary Outdoor Uses (TOU)

Events that are considered to be occurring on a recurring and/or a temporary basis are required to be approved through a Temporary Outdoor Use permit. All such events shall comply with Section 19.60 of the City of Perris Zoning Code. The Development Services Director or designee is authorized to approve or deny such requests.

Tentative Tract / Parcel Maps (TTM/TPM)

Any application for the division of land with the Specific Plan is to be processed as a Subdivision application. The Planning Commission is authorized to review and approve proposed applications for Parcel Maps (4 lots or fewer). The Planning Commission shall review and recommend either approval or denial of all tentative maps (five lots or more) to the City Council. The City Council is authorized to approve or disapprove any proposed requests.

Variances (V)

With the adoption of certain findings as required by state law, requests for deviations from the adopted development standards may be processed by a Variance. However, a project proponent may either participate in the Incentive Program or request a Variance for any requested modifications to a given development standard. Upon recommendation of the



Development Service Director, the Planning Commission is authorized to approve or deny such requests.

Other Applications

Notwithstanding any indication to the contrary, nothing in this Specific Plan shall be construed to imply that the entitlement process for any other application not listed in this section is in any way modified from the normal procedures as set forth in Section 19.54.30 of the City of Perris Zoning Ordinance.

13.1.3 Procedures

Internal Review

The Development Services Department shall be the lead agency for any entitlement application. In doing so, the Department must consult with any other City department, County department, State department, or any other reviewing agency that has jurisdiction or authority over the application. During the review of the applications, it is the responsibility of the Department to review such applications against any and all City regulations.

Public Hearing Process

All decisions by the Planning Commission and the City Council shall be heard at a public hearing that is publicly advertised in accordance with Section 19.56 of the City of Perris Zoning Ordinance. No building permits, grading permits, sign permits, or any other permits may be issued until the Approval Authority has approved the project.

Appeals

Any decision by the Development Services Director or designee may be appealed to the Planning Commission, who shall then set the matter for a public hearing. The Planning Commission shall then approve or deny the appeal, and confirm or overturn the decision of the Development Services Director or designee.

Any decision by the Planning Commission may be appealed to the City Council, who shall then set the matter for a public hearing. The City Council shall then approve or deny the appeal, and confirm or overturn the decision of the Planning Commission. Decisions of the City Council are final.

13.2 Incentives Program

The Perris Valley Commerce Center will be a premiere example of an advanced and innovative commerce center for the region. The City of Perris will achieve this by encouraging and requiring high-end development through the use of detailed design guidelines and definitive development standards. Therefore, to encourage development that goes beyond the high quality development expected, the Perris Valley Commerce Center Specific Plan offers an incentive program that permits a variety of modified development standards in exchange for



project enhancements. In order to qualify for any incentives, the project proponent must demonstrate how the project exceeds the minimum requirements of the Specific Plan.

To initiate the Incentive Program, a meeting shall occur between the Development Services Department and the Project Proponent. Once the incentive program is developed and agreed upon by both the project proponent and City staff, the incentive program shall be incorporated into the conditions of approval of the project. The Approval Authority shall approve the modified standards at the same time as the project. However, in no case will standards or processes be modified to such an extent as to cause conflict with the functional use of the site, create a burden on neighboring properties, increase residential densities, violate state law, or infringe on the FAA PART 77 height requirements.

13.2.1 Incentives

The City is willing to negotiate several categories of the development standards for quality enhancements that include but are not limited to site amenities, landscape, public art, enhanced architecture, LEED certification and improvements. The greater the enhancements, the greater the modifications (or incentives) the City is willing to negotiate. The development standards that may be negotiated may include, but not be limited to:

- Lot Coverage (except within Airport Overlay)
- Setback Requirements
- Floor-Area Ratio Maximums (except within Airport Overlay)
- Height Restrictions (except within Airport Overlay)
- Parking Requirements
- Landscaping Requirements
- Wall / Fence Height
- Freestanding Signs (Number)
- Freestanding Signs (Height)
- Expedited Processing

Each of these incentives are to be viewed as “a la carte”. For each enhancement that is provided to the City, only one standard may be negotiated. For instance, in exchange for a commitment to provide a modest level of public art, a 3% setback reduction may be negotiated, NOT a combination of setback reductions, FAR increases, landscaping reductions, and expedited processing. However, multiple enhancement categories may be negotiated for multiple incentives. For instance, an incentive for a public art dedication may be used in addition to an incentive for extra community improvements. The incentives used are cumulative across the enhancement categories for the entire project, but may not be cumulative within the same incentive category. The agreement between the project proponent and the City as to which enhancements are to be used in exchange for each level of incentive shall be presented to the appropriate hearing body as part of the entitlement process for the project. Table 13.0-2 can be used to assist the City and any potential developer, arrive at an agreement as to which standard will be negotiated for which incentive.



Modifications to the Incentive Program

The City may, at some point in the future, modify the Incentive Program by adding or reducing Enhancement Categories, or by adding or reducing Incentive Categories. Such a modification will require the adoption of a new Incentive Plan by the City of Perris, but will not mandate that a Specific Plan Amendment be adopted.

No Further Applications

Should a project proponent and the City agree to an incentive program for a given project, no application for a Minor Adjustment or Variance is necessary.

Modifications to the Specific Plan

No Modifications to the established land use designations or any other requirement of the Perris Valley Commerce Center Specific Plan are permitted without a Specific Plan Amendment, unless otherwise noted in the relevant section.



Table 13.0-2, Sample Incentive/Enhancement Worksheet

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities		
	Landscape		
	Art/Architecture		
	Improvements		
	LEED		



The following examples illustrate how the Incentive Program would work:

Example 1:

A warehouse/distribution center is proposed in the GI zone outside of the Airport Overlay. In exchange for a commitment by the developer to achieve a LEED Silver certification, the Development Services Department agrees to a recommended approval of 15% greater floor-area-ratio increase.

Table 13.0-3, Worksheet Example 1

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities	Project Meets Code	None
	Landscape	Project Meets Code	None
	Art/Architecture	Project Meets Code	None
	Improvements	Nothing Provided Above Normal Requirements	None
	LEED	Silver Certification	15% FAR Increase



Example 2:

An indoor manufacturing building is proposed in the LI zone. The City recognizes that the developer proposes superior architecture at the building entrance that is visible from public view. In exchange, the Development Services Department agrees to a 1.5% reduction in the landscape requirements. Additionally, the developer proposes to include an employee day care center within the building. For this site amenity, the Development Services Department agrees to allow for a 10% increase in lot coverage.

Table 13.0-4, Worksheet Example 2

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities	Employee Day Care	10% Increase in Lot Coverage
	Landscape	Project Meets Code	None
	Art/Architecture	Superior Architecture Provided	1.5% Reduction in Landscaping
	Improvements	Nothing Provided Above Normal Requirements	None
	LEED	Project Intends to Achieve LEED Certification	None



Example 3:

A new commercial shopping center with drive-thru restaurants is proposed in the “CC” zone. The developer chooses to install public artwork at the primary entrance of the property. In exchange for this improvement, the Development Services Department agrees to a 10% decrease in the setback requirement. In addition, the developer proposes to incorporate an outdoor food court/plaza area that is larger than what is normally required. For this improvement, the Development Services Department agrees to a 5% reduction in the parking requirements. In exchange for the commitment of road improvements longer than what would normally be required (i.e., Community Improvements), the Development Services Department agrees to allow for an increase in tenant signage.

Table 13.0-5, Worksheet Example 3

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities	Larger Plaza Area Provided than Code Requires	5% Reduction in Parking
	Landscape	Project Meets Code	None
	Art/Architecture	Public Artwork Provided	10% Reduction in Setback Requirements
	Improvements	Project Exceeds Frontage Road Improvements Requirements	Allowance of increased tenant signage
	LEED	Project Intends to Achieve LEED Certification	None



13.2.2 Lot Coverage

For each of the land use designations, the standard for maximum lot coverage by structure is 50%, (with the exception of residential zones which are 40%), i.e., a 10,000 square foot commercial lot may be covered by 5,000 square feet of buildings. The City may be willing to allow for a greater lot coverage percentage than what is normally allowed. Increased lot coverage is not permitted in the Airport Overlay Zone.

13.2.3 Setback Requirements

There are several different setback requirements for each of the non-residential zones. Each of these setbacks regulates how close a given structure may be to a private property line, public road right-of-way or residential use. The City is willing to negotiate only those regulations that pertain to setback requirements that do not adjoin residential land uses. Such reductions require special notice to and consent of adjacent land owners. Correspondingly, the standards may either be reduced on a percentage or by a linear basis.

13.2.4 Floor-Area Ratio Maximums

Floor-Area Ratios (FARs) are calculated by dividing the total square footage of the structure by the square footage of the lot area. Correspondingly, the City may be willing to negotiate a higher FAR. The implications of which may mean that a given structure may have more floors than would normally be allowed, be higher than what would normally be required, or cover a greater percentage of the lot than what is normally allowed. Should the City increase the FAR maximum for any given project, some allowances should also be made for the building height and/or the maximum lot coverage by structure. Care should be taken to stay within the safety requirements of FAA Part 77 when negotiating this standard. Increase floor area ratios are not permitted within the Airport Overlay Zone.

13.2.5 Height Restrictions

The City is willing to negotiate how tall any structure can be within a given project. Height increases shall be measured by a vertical foot basis, not a percentage basis. Care should be taken to stay within the safety requirements of FAA Part 77 when negotiating this standard.

13.2.6 Parking Requirements

Parking requirements of the Perris Valley Commerce Center Specific Plan are exactly reflective of Chapter 19.69, Section 19.69.30, Subsection B of the City of Perris Zoning Ordinance. Should the City of Perris be willing to negotiate this standard, it shall be reduced on a percentage basis.

13.2.7 Landscape Requirements

Each of the non-residential zones within the specific plan has a minimum 10% lot coverage requirement for landscaping. In certain instances, the City may be willing to negotiate a lower percentage. However, in no instance would the City be willing to lower the quality or the character of the project landscaping. Should the City be willing to negotiate a reduction of landscaping coverage, it shall be on a lot coverage percentage basis. Care should be taken,



when negotiating this standard, to comply with any drainage requirements, water quality requirements, or buffer zones.

13.2.8 Freestanding Signs (Number)

For retail or office projects, the project proponent may desire a greater number of signs than what would normally be allowed by strict enforcement of Section 19.75 of the Perris Zoning Ordinance. The City may be willing to negotiate a greater number of signs.

13.2.9 Freestanding Signs (Height)

For retail or office projects, the project proponent may desire a higher sign than what would normally be allowed by the strict enforcement of Section 19.75 of the Perris Zoning Ordinance. The City may be willing to negotiate this standard.

13.2.10 Wall/Fence Height

The project proponent may desire greater flexibility in the type and/or height of wall/fencing than what would normally be allowed by strict enforcement of Section 19.02.040 of the Perris Zoning Ordinance. The City may be willing to negotiate on wall/fence type and/or height.

13.2.11 Expedited Processing

Expedited Processing is a commitment by the City to bring the development project to a hearing within 60 days of accepting a complete application. The City may be willing to negotiate this standard, provided that proper environmental clearance and legal noticing has been achieved.

13.3 Enhancements

Enhancements in green design, architecture, and other improvements are encouraged within the Specific Plan Area. The City desires that these enhancements be cumulative and reinforcing to create a more aesthetically pleasing development, in addition to establishing a greater sense of place and identity within the community. The green design enhancements that are desired by the City are intended to meet Goals II, III and IV of the Sustainable Development Section of the Conservation Element of the General Plan. Each of the site design enhancements is, by definition, up to interpretation by the City. Therefore, any incentive that is given to a development for participating in this program will be negotiated between the City of Perris and the project proponent. The categories of Enhancements that are desired by the City are as follows:

- Enhanced Site Amenities
- Enhanced Landscaping
- Public Art / Enhanced Architecture
- Community Improvements
- LEED Certification Eligibility



13.3.1 Enhanced Site Amenities

The Perris Valley Commerce Center Specific Plan encourages development that is functional and promotes superior aesthetics. By providing enhanced site amenities, individual property owners will advance their own business interests and those of the greater community. Amenities may include, but are not limited to:

- On-site employee child day-care for large businesses that do not use or store significant amounts of hazardous materials provided there are no restrictions as a result of the Airport Overlay Zone.
- On-site employee gym, shower, or exercise equipment that encourages physical fitness and employee retention in buildings less than 100,000 square feet.
- Outdoor seating areas, public spaces, and plazas that encourage employee interaction and outdoor dining.
- On-site cafeterias to encourage workers to stay at work for lunch, reducing the amount of driving needed.
- Convenient carpool covered parking, employee drop-off areas and/or electric vehicle recharging stations to encourage trip reduction and improved air quality.
- Other amenities as proposed by site developers and acceptable to the City.

13.3.2 Enhanced Landscaping

It is the desire of the City of Perris to encourage private developments to install landscaping that exceeds normal requirements in order to enhance the pedestrian-friendly experience and improve the overall aesthetics of the project. Amenities may include, but are not limited to the use of:

- "Specimen" or "heritage" trees (60" box or larger) in focal areas.
- Down-lighting to enhance landscape features.
- Larger plant materials than would be required.
- Metallic vine trellises.
- Enhanced landscaping elements.
- Walkways with pergolas.

13.3.3 Public Art / Enhanced Architecture

Public art expresses the spirit, vitality, past history, and future vision of a place. By definition, public art is placed in the public realm and is visible to members of the general public. This could be on-site or an alternate location, agreed upon by the project proponent and the city. Public art may be incorporated into the architecture of the building provided that the "artistic element" is visible from the public realm. The Planning Department will make the determination as to the recognition of public art and/or enhanced architecture. The City of Perris may institute a public art program at some time in the future. The creation of such a program will not necessitate an amendment to the Perris Valley Commerce Center Specific Plan, nor will compliance with such a program constitute a project enhancement.



13.3.4 Community Improvements

Community improvements typically associated with commercial and industrial development are related to infrastructure needs such as improved roadways or parkways, extension or upgrades to water and sewer, and other services relevant to business operation. In some instances, improvements of facilities beyond what is minimally necessary to serve a proposed project may be required where deemed to be in the best public interest. In addition, the installation or funding of other public facilities, such as a fire station or library, may be considered a Community Improvement.

13.3.5 LEED Certification Eligibility

LEED Certification Eligibility is based on LEED New Construction and the California Green Building Code (part 11 of Title 24). LEED has four levels of certification: Certified, Silver, Gold, and Platinum. The Project proponent must indicate a commitment to reach a particular level of LEED certification prior to project approval. At a minimum, the City will mandate that any new entitlement shall attempt to achieve a "Certified" status. For each level of LEED Certification that the project proponent intends to meet in excess of "certified" status, the City shall reward a corresponding level of incentive.

13.4 Financing and Maintenance Mechanisms

North Perris Road and Bridge Benefit District (NPRBBD)

The City has established the North Perris Road and Bridge Benefit District (NPRBBD). The NPRBBD boundary is the same as the Perris Valley Commerce Center Specific Plan boundary. The purpose of the NPRBBD is to streamline the financing of specific regional road and bridge improvements determined to benefit the developing properties within the boundaries. The road and bridge improvement fee is a one-time fee paid to the City, prior to recordation of a Final Tract or Parcel Map, or prior to the issuance of a building permit. The payment of the NPRBBD fee is not intended to relieve the subdivider, developer, or applicant of a building permit from the requirements imposed under other provisions or Ordinances of the City of Perris to dedicate and improve roads as a condition of approval of a tentative map or building permit.

The selected facilities are needed to provide acceptable levels of service in conjunction with the planned development of the area. Eligible facilities are those which will provide a regional benefit and are shown on the Circulation Element of the Comprehensive General Plan of the City of Perris. The NPRBBD includes Expressway, Arterial, and Secondary Arterial classifications of roadway.

This Perris Valley Commerce Center Specific Plan proposes no drainage facilities to be maintained by the City, with the exception of facilities within the road rights-of-way. Therefore, all facilities other than facilities to be constructed in the road rights-of-way will either be privately maintained or maintained by the Riverside County Flood Control District.



Landscape Maintenance Responsibility

Maintenance for the landscape within the street rights-of-way shall be provided by a landscape maintenance district (LMD). The responsibility for all on-site landscape maintenance shall be that of the adjacent property owner or entity residing in the facility and shall be completely independent of the LMD. When water quality BMP's are adjacent to the street rights-of-way, an easement will be provided for this facility. The maintenance of the landscape and the BMP's will become the responsibility of the LMD.

Any landscaping within public road rights-of-way will require approval by the City and assurance of continuing maintenance through the establishment of a landscape maintenance district, similar mechanism, or Conditions, Covenants and Restrictions (CC&R's), as approved by the City Engineer.

North Perris Public Safety Community Facilities District

Implementing development projects within PVCC Specific Plan will be required to annex to the North Perris Public Safety Community Facilities District (CFD) and pay a special tax for the provision of public Safety (i.e. police and fire) services. These special tax proceeds help finance public safety services, including police protection.