ORDINANCE NUMBER ___

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA APPROVING SPECIFIC PLAN AMENDMENT 17-05074 TO THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN (PVCCSP) TO CHANGE THE LAND USE DESIGNATION OF APPROXIMATELY 35 ACRES FROM BUSINESS PROFESSIONAL OFFICE (BPO) TO LIGHT INDUSTRIAL (LI) TO FACILITATE THE APPROVAL OF AN INDUSTRIAL WAREHOUSE PROJECT ON 55 ACRES LOCATED ON PERRIS BOULEVARD BETWEEN MARKHAM STREET AND PERRY STREET, AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, a Specific Plan Amendment application was submitted to enable an industrial development known as the Duke Warehouse at Perris Blvd and Markham Street Project to amend the land use designation of 35 acres from Business Professional Office (BPO) to Light Industrial (LI); and

WHEREAS, the proposed Specific Plan Amendment ("SPA") will not conflict with the goals, policies, and implementation measures set forth in the General Plan; and

WHEREAS, by Resolution Number ___, the City Council certified the Environmental Impact Report (EIR/State Clearinghouse No. 2017081059) for SPA 17-05074; and

WHEREAS, at a special meeting on May 9, 2018, the Planning Commission conducted a duly noticed public hearing on SPA 17-05074 and recommended denial of the SPA after considering public testimony and materials in the staff report and accompanying documents; and

WHEREAS, on May 29, 2018, the City Council conducted a duly noticed public hearing on the project, at which time all interested persons were given full opportunity to be heard to present evidence and at the meeting declined to certify the EIR after considering public testimony and materials in the staff report and accompanying documents for the Statement of Overriding Consideration of Environmental Impact Report 17-05100 (State Clearinghouse No. 2017081059), Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304) and Development Plan Review 17-00002; and

WHEREAS, on July 31, 2018 a request was made by a Council member to reconsider the Project; and

WHEREAS, on August 6, 2018, Duke Realty submitted a revised Development Plan for reconsideration by City Council that reduces the overall square footage of light industrial buildings on-site from 1,189,363 square feet in one building to 1,077,230 square feet in two buildings, a reduction of 9.4% overall, and does not change the project Specific Plan.
Amendment zone change of 35 acres BPO zoning to LI zoning or the Tentative Parcel Map (the “Modified Project”); and

WHEREAS, prior to taking action, the City Council has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record for the above-mentioned approvals, including all oral and written evidence presented to the City during all project meetings and hearings; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, City Council of the City of Perris hereby ordains as follows:

Section 1. The above recitals are all true and correct and are incorporated herein as if set forth in full.

Section 2. City Council Resolution No. _____ found that all the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City’s Local CEQA Guidelines have been satisfied in the EIR, which is sufficiently detailed so that all of the significant environmental effects of the Project have been adequately evaluated, and thereby certified the EIR.

Section 4. The City Council further finds, based upon the information contained within the staff report and accompanying attachments, as well as all oral and written testimony made at the public hearing, with respect to the Duke Warehouse at Perris Blvd and Markham Street Project, the following regarding Specific Plan Amendment 17-05074:

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

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

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

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

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

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

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

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

The Specific Plan contains standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources. An Environmental Impact Report with a Mitigation, Monitoring and Reporting Plan (MMRP) was prepared for the Project and adequately provides for the conservation, development, and utilization of natural resources, as applicable, and the proposed Specific Plan Amendment is subject to compliance with these requirements.
d. A program of implementation measures including regulation, programs, public works projects, and financing measures necessary to carry out the provisions contained in paragraphs a, b, and c above.

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

Section 4. The City Council hereby approves Specific Plan Amendment 17-05074 to amend the land use designation of 35 acres from Business Professional Office to Light Industrial in the Perris Valley Commerce Center (PVCC) Specific Plan to facilitate the Duke Warehouse at Perris Blvd and Markham Street Project.

Section 5. The City Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

Section 6. The Mayor shall sign this Ordinance and the City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be published and posted pursuant to the provisions of law in this regard, and this Ordinance shall take effect thirty days after its final passage.

ADOPTED, SIGNED and APPROVED this _____ day of August, 2018.

______________________________
Mayor, Michael M. Vargas

ATTEST:

______________________________
City Clerk, Nancy Salazar
STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  
CITY OF PERRIS  

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Ordinance Number ___ was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 28th day of August 28 2018, by the following called vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

______________________________
City Clerk, Nancy Salazar

Attachment:  Revised Pages in Specific Plan Amendment No. 9
Perris Valley Commerce Center Specific Plan Amendment No. 89

City of Perris

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

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

<table>
<thead>
<tr>
<th>Amendment No.</th>
<th>Case No.</th>
<th>Details of Amendment</th>
<th>Approval Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>12-04-0610</td>
<td>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).</td>
<td>9/25/2012 Ordinance #1288</td>
</tr>
<tr>
<td>2</td>
<td>11-12-0005</td>
<td>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.</td>
<td>11/27/2012 Resolution #4538</td>
</tr>
<tr>
<td>3</td>
<td>12-10-0006</td>
<td>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.</td>
<td>02/09/2016 Ordinance #1324</td>
</tr>
<tr>
<td>4</td>
<td>14-04-0001</td>
<td>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.</td>
<td>02/09/2016 Ordinance #1323</td>
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<td>Amendment No.</td>
<td>Case No.</td>
<td>Details of Amendment</td>
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<tr>
<td>5</td>
<td>16-0525</td>
<td>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.</td>
<td>09-13-2016 Ordinance #1331</td>
</tr>
<tr>
<td>6</td>
<td>14-04-C001</td>
<td>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.</td>
<td>02/14/2017 Ordinance #1337</td>
</tr>
<tr>
<td>7</td>
<td>16-0577</td>
<td>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).</td>
<td>06/13/2017 Ordinance #1346</td>
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<tr>
<td>8</td>
<td>17-05242</td>
<td>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.</td>
<td>04/10/2018 Ordinance #1361</td>
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<td>Amendment No.</td>
<td>Case No.</td>
<td>Details of Amendment</td>
<td>Approval Date</td>
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</tr>
<tr>
<td>2</td>
<td>17-05074</td>
<td>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 Water, 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.</td>
<td>TBD</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>General Plan Land Use</th>
<th>Existing Acres Prior to PVCC SP</th>
<th>Acres Adopted by 2012 PVCCSP</th>
<th>Proposed Acres (SPA1-SPA9)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Park/Professional Office (BPO)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional Office (PO)</td>
<td>317</td>
<td>343</td>
<td>349269</td>
</tr>
<tr>
<td>Business Park (BP)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial (C)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Commercial (CC)</td>
<td>462</td>
<td>349</td>
<td>349269</td>
</tr>
<tr>
<td>Neighborhood Commercial (NC)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Industrial (GI)</td>
<td>423</td>
<td>408</td>
<td>408392</td>
</tr>
<tr>
<td>Light Industrial (LI)</td>
<td>1,620</td>
<td>1,866</td>
<td>1,8662,033</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Residential (Multi-Family)</td>
<td>22</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Public (P)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public/Semi-Public/Utilities</td>
<td>120</td>
<td>194</td>
<td>194</td>
</tr>
<tr>
<td>Park, Recreational and Natural Open Space (OS)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential (R)</td>
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<tr>
<td>Residential (Single-Family) (R-6,000)</td>
<td>59</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Residential (R)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Residential (Single-Family) (R-20,000)</td>
<td>63</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Specific Plan (SP)</td>
<td>190</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other (ROW, Basin, etc.)</td>
<td>307</td>
<td>341</td>
<td>341</td>
</tr>
<tr>
<td><strong>Total Acres</strong></td>
<td><strong>3,583</strong></td>
<td><strong>3,583</strong></td>
<td><strong>3,583</strong></td>
</tr>
</tbody>
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LAND USE RELATED EXHIBIT CHANGES
<table>
<thead>
<tr>
<th>General Plan Land Use</th>
<th>Existing Acres Prior to PVCC SP</th>
<th>Acres Adopted with 2012 PVCCSP</th>
<th>Proposed Acres (SPA1 - SPA9)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Park/Professional Office (BPO)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Professional Office (PO)</td>
<td>317</td>
<td>343</td>
<td>252</td>
</tr>
<tr>
<td>Business Park (BP)</td>
<td></td>
<td></td>
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<tr>
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<td></td>
<td></td>
</tr>
<tr>
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<td>349</td>
<td>267</td>
</tr>
<tr>
<td>Neighborhood Commercial (NC)</td>
<td></td>
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<tr>
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<td>423</td>
<td>408</td>
<td>392</td>
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<td>Light Industrial (LI)</td>
<td>1,620</td>
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<td>Multi-Family Residential</td>
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<td>Residential (Multi-Family) (MFR-14)</td>
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<td>Public (P)</td>
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<td>Public/Semi-Public/Utilities</td>
<td>120</td>
<td>194</td>
<td>194</td>
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<tr>
<td>Park, Recreational and Natural Open Space (OS)</td>
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<tr>
<td>Residential (R)</td>
<td></td>
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<tr>
<td>Residential (Single-Family) (R-6,000)</td>
<td>59</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Residential (R)</td>
<td></td>
<td></td>
<td></td>
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<td>63</td>
<td>60</td>
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<tr>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other (ROW, Basin, etc)</td>
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<td><strong>Total Acres</strong></td>
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<td><strong>3,583</strong></td>
<td><strong>3,583</strong></td>
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<td>Amendment No.</td>
<td>Project Name</td>
<td>Land Use Changes</td>
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</tr>
<tr>
<td>1</td>
<td>H&amp;M Architects/Engineers</td>
<td>No land use changes</td>
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<td>2</td>
<td>Stratford Ranch</td>
<td>No land use changes</td>
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<tr>
<td>3</td>
<td>Optimus Logistics Center</td>
<td>49.14 acres from C to LI</td>
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<td>4</td>
<td>Optimus Logistics Center 2</td>
<td>19.85 acres from BPO to LI</td>
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<tr>
<td>5</td>
<td>City/Riverside ALUC</td>
<td>16 acres from GI to LI</td>
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<td>6</td>
<td>Perris Gateway Investors</td>
<td>No land use changes</td>
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<tr>
<td>7</td>
<td>Perris Self-Storage</td>
<td>23.66 acres from C to LI</td>
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<tr>
<td>8</td>
<td>Mike Naggar</td>
<td>9.15 acres from C to LI</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Duke</td>
<td>16.22 acres from BPO to LI</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>54.71 acres from BPO to LI</td>
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</table>
RESOLUTION NUMBER (Next in order)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA APPROVING TENTATIVE PARCEL MAP 17-05060 (TPM 37304) AND DEVELOPMENT PLAN REVIEW 17-00002 TO FACILITATE CONSTRUCTION OF 1,077,230 SQUARE FEET IN TWO INDUSTRIAL BUILDINGS ON 55 ACRES LOCATED ON PERRIS BOULEVARD BETWEEN MARKHAM STREET AND PERRY STREET, SUBJECT TO THE CONDITIONS OF APPROVAL AND FINDINGS CONTAINED HEREIN.

WHEREAS, the Duke Modified Project ("Project") is a proposal to construct a single shell high-cube warehouse building totaling 1,016,030 square feet and a 61,200 square foot warehouse building with associated parking and other site improvements, and on- and off-site infrastructure improvements on 55 acres located on the west side of Perris Boulevard between Markham Street and Perry Street; and

WHEREAS, a Development Plan Review application (DPR 17-00002) was submitted for consideration of architectural design and site layout; and

WHEREAS, a Tentative Parcel Map application was submitted to consolidate 14 parcels and vacate all or parts of three unimproved streets included in the property; and

WHEREAS, the proposed Development Plan Review 17-00002 and Tentative Parcel Map 37304 (TPM 17-05060) (collectively, the "Project") are considered a "project" as defined by the California Environmental Quality Act ("CEQA"); and

WHEREAS, a scoping meeting was conducted for the proposed project on September 20, 2017 by the Planning Commission to hear from both public agencies and the public on the potential environmental impacts, site planning and building architecture; and

WHEREAS, on May 9, 2018, the Planning Commission conducted a duly noticed special public hearing on the project, and at the meeting recommended denial of the project after considering public testimony and materials in the staff report and accompanying documents for the Statement of Overriding Consideration of Environmental Impact, the Environmental Impact Report (State Clearinghouse No. 2017081059), Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304) and Development Plan Review 17-00002; and

WHEREAS, on May 29, 2018, the City Council conducted a duly noticed public hearing on the Project, at which time all interested persons were given full opportunity to be heard to present evidence and at the meeting declined to certify the EIR after considering public testimony and materials in the staff report and accompanying documents for the Statement of Overriding Consideration of Environmental Impact Report 17-05100 (State Clearinghouse No. 2017081059), Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304) and Development Plan Review 17-00002; and
WHEREAS, on July 31, 2018 a request was made by a Council member to reconsider the Project; and

WHEREAS, on August 6, 2018, Duke Realty submitted a revised Development Plan for reconsideration by City Council that reduces the overall square footage of light industrial buildings on-site from 1,189,363 square feet in one building to 1,077,230 square feet in two buildings, a reduction of 9.4% overall, and does not change the project Specific Plan Amendment zone change of 35 acres BPO zoning to LI zoning or the Tentative Parcel Map (the “Modified Project”); and

WHEREAS, prior to taking action, the City Council has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record for the above-mentioned approvals, including all oral and written evidence presented to the City during all Project meetings and hearings; and

WHEREAS, the City Council has certified the Environmental Impact Report (EIR 17-05100/State Clearinghouse #2017081059) for the Project; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris, as follows:

Section 1. The above recitals are all true and correct and incorporated herein by reference.

Section 2. City Council Resolution No. ___ found that all the requirements of the California Environmental Quality Act (“CEQA”), the State CEQA Guidelines and the City’s Local CEQA Guidelines have been satisfied in the EIR, which is sufficiently detailed so that all of the significant environmental effects of the Project have been adequately evaluated, and certified the EIR.

Section 3. The City Council further finds, based upon the information contained within the staff report and accompanying attachments, as well as any written or oral testimony presented at the public hearing, with respect to the Duke project, the following regarding Tentative Parcel Map 17-05060 (TPM 37304) and Development Plan Review 17-00002:

   Tentative Parcel Map 37304 (TPM 17-05060)

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

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

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

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

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

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

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

4. *That the design of the map or the type of improvements will not cause serious public health problems.*
The Project EIR determined that less than significant impacts to people would occur as a result of the project, except for certain identified environmental impacts that will result from the construction and operation of the proposed Project, even with implementation of mitigation measures, as follows:

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

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

Potential impacts related to all other topics analyzed in the EIR were found to be less than significant, or less than significant with the proposed mitigation measures incorporated. The EIR prepared for the PVCCSP prior to its adoption in 2012 includes various mitigation measures to ensure that Projects located within the PVCCSP planning area identify air quality impacts from construction and operation and mitigate any potential impacts appropriately. Project-specific and relevant mitigation measures from the PVCCSP EIR and as recommended by responding agencies to the City’s request for comments during stages of the EIR preparation were applied to the Project by the MMRP to address both potential regional and local air quality impacts.

**Development Plan Review 17-00002**

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

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

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

See Finding No. 2 under Tentative Parcel Map 37304.

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

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

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

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

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

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

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

The PVCCSP requires landscaping to be provided at a minimum rate of 12% for the Light Industrial zone and 15% for the Business Professional Office zone. The proposed Specific Plan Amendment would change the entire site to Light Industrial zoning. The conceptual landscape plan proposes a total of 323,243 square feet of onsite landscaping for the Project, which is 13.6% of the overall site area. Along the street frontage of the project, enhanced landscaping with three layers of trees are proposed along Perris Blvd. and Markham Street, in compliance with their PVCCSP designation as visual corridors. Perry Street will feature eighty (80) 24-inch box London plane trees spaced approximately 20 feet apart. Emphasis has been placed on enhanced landscaping at all project entries to promote a business park feel. Multi-level landscape materials and three-foot landscaped berms on Perris Blvd. and Markham Street will enhance the public view of the site from Perris Blvd. and the highly visible corners at Perry Street and Markham Street. The right of way landscaping also features large attractive street trees spaced 30 feet apart or less. The abundance of landscaping on and offsite provides the public with a rich streetscape.

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

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

Section 4. The City Council hereby approves Tentative Parcel Map 17-05060 (TPM 37304) and Development Plan Review 17-00002 for the Duke Project, based on the information and findings presented in the staff report and supporting exhibits, as well as all written and oral testimony presented at the public hearing, and subject to the attached Conditions of Approval.

Section 5. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

Section 7. The Mayor shall sign this Resolution and the City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and APPROVED this ____ day of August, 2018.

__________________________
Mayor, Michael M. Vargas

ATTEST:

__________________________
City Clerk, Nancy Salazar
STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  ) §
CITY OF PERRIS        

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number ___ was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 28th day of August 2018, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

__________________________
City Clerk, Nancy Salazar

Attachments: Amended Conditions of Approval (Planning, Engineering & Fire)
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: May 29, 2018

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

REQUESTED ACTION: ADOPT Resolution (next in order) to deny the proposed Duke Warehouse at Perris Blvd and Markham Street Project; or

ADOPT Resolution (next in order) to certify the EIR and adopt Statement of Overriding Considerations, ADOPT Resolution (next in order) to approve the Development Plan Review and Tentative Parcel Map, and Introduce First Reading of Ordinance Number (next in order) to approve the Specific Plan Amendment.

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

BACKGROUND/DISCUSSION:

On May 9, 2018, the Planning Commission voted to recommend denial of the proposed Duke project to the City Council (1-absent, 5-ayes, and 1-no). The issues of concern included the following: 1) Need to retain prime Business-Professional Office (BPO) zoning along Perris Boulevard to provide office-related services to nearby residential; and 2) Added truck traffic onto Perris Blvd and Ramon Blvd. At the Planning Commission, the Laborers International Union of North America (LIUNA) were present who spoke in support of the project. There were no other public comments. Subsequent to the Planning Commission meeting, the applicant submitted a letter to the City Council, dated May 18, 2018, explaining the project benefits (see Attachment 1).

The Duke project is a proposal to construct a high-cube warehouse of 1.2 million square feet on approximately 55 acres of land located on the southeast corner of Markham Street and Perris Blvd., within the Perris Valley Commerce Center Specific Plan. The project is located on the east side Perris Boulevard between Markham and Perry Streets. The site is surrounded by the Ross distribution facility directly to the west, the Home Depot fulfillment facility to the east, and vacant land to the north and south. The land use designation for the site is BPO (Business-Professional Office) and Light Industrial. The proposed Specific Plan Amendment is requested to change the western 35 acres of the site from Business-Professional Office to Light Industrial. This portion of the site fronts Perris Blvd. and the BPO land use designation provides transitional zoning between Industrial and Commercial land uses. The remaining easterly 20 acres of the subject site are currently designated LI – Light Industrial.

The development plan review analyzes the site design and architectural elevations of the building, and Tentative Parcel Map 37304 is proposed to consolidate 14 parcels, and vacate all or portions of three unbuilt streets. Primary access for trucks to the site will be from Markham Street, and trucks will be prohibited from traveling on Perris Blvd and Ramona Expressway. All truck traffic in the PVCCSP is required to
access the I-215 from Harley Knox Blvd. The site features all required truck court screening, employee amenities, parking, landscaping and water quality management improvements per PVCCSP standards. The site includes 12.9% onsite landscaping, including water quality basins.

On September 20, 2017, the Planning Commission held a scoping meeting to review, discuss, and provide comments regarding the proposed project for the preparation of an Environmental Impact Report. Discussion points at the meeting primarily centered on impacts of the project on area aesthetics and loss of Business-Professional Office (BPO) zoning. The Planning Commission requested a discussion of aesthetics in the EIR in which the EIR found aesthetics to be a less than significant impact. This discussion is found in Section 4.1 of the FEIR. In addition, staff worked diligently with the applicant to provide building architecture similar to BPO standards, and the building’s location on Perris Blvd., a vital commercial corridor.

The proposed warehouse building is designed with architectural elements of the highest standards to be compatible with future development on Perris Blvd., and fulfill the function of land designated as Business-Professional Office. Even with a change of zone, the location on Perris Blvd. will continue to provide transition from industrial warehouse development to the north, to commercial uses to the south near Ramona Expressway. In addition, north Perris Blvd and Markham Street are designated by the Perris Valley Commerce Center Specific Plan as Visual Corridors and require enhanced design stands for both the building and the landscaping. Significant architectural enhancement has been provided for the Duke Perris and Markham warehouse, with sophisticated use of color, multiple natural accent materials, and extended decorative elements for offices and entry points of the building facing Perris Blvd.

An Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act and circulated for a 45-day public review period from January 31, 2018 to March 16, 2018. The EIR discusses the project’s impacts associated with aesthetics, air quality, greenhouse gas emissions, cultural resources, hydrology and water quality, land use and planning, noise, traffic and circulation, and utilities and service systems. With the exception of air quality for the building operations, greenhouse gas emissions for NOx, and traffic level of service impacts in the Year 2040 for specified freeway segments, potential impacts related to all other topics analyzed in the EIR were found to be less than significant with mitigation measures incorporated. These significant and unavoidable impacts require the adoption of a Statement of Overriding Considerations. The EIR also included the following project alternatives:

- Alternative 1) No Development: Land uses to remain as existing.
- Alternative 2) Development of a 371,260 sq. ft. industrial building on the existing 17 acres currently designated LI to the east of the site and 35-acres of BPO to remain along Perris Blvd.
- Alternative 3) Leave a 250-ft deep frontage of BPO along Perris Blvd (7 acres) and develop a 1,034,760 sq. ft. industrial building on 38 acres towards the east of the site; and
- Alternative 4) Reduce the project density by 30%, resulting in an approximately 832,900 sq. ft. industrial building.

RECOMMENDATION:

Section 19.54.010(1) of the Municipal Code authorizes the Planning Commission to review and recommend to the City Council approval or denial of proposed requests for zone changes. The Planning Commission determined that the project did not adequately address the Commission’s aforementioned issues of concern and recommended denial of the project. Therefore, staff recommends that the City Council ADOPT Resolution (next in order) to not certify the EIR and deny Specific Plan Amendment 17-05074, Tentative Parcel Map 17-05060 (TPM 37304), and Development Plan Review 17-00002. However, if the City Council chooses to approve the project or other alternative, separate resolutions for approval are attached to this report.
BUDGET (or FISCAL) IMPACT:

Cost for staff preparation of this item, cost of construction and payment of development impact fees are borne by the applicant.

Prepared by: Diane Sbardellati, Associate Planner
Reviewed by: Kenneth Phung, Planning Manager

Public Hearing: May 29, 2018

City Attorney: Eric Dunn
Assistant City Manager: Darren Madkin
Assistant City Manager: Clara Miramontes
Director of Finance: Jennifer Erwin

Attachments:
1. Letter from Duke Realty dated March 18, 2018
2. City Council Resolution to Deny Project
3. City Council Resolution to Certify the Project EIR
4. City Council Ordinance to Approve SPA 17-05060
5. City Council Resolution to Approve Tentative Map 37304 and Development Plan Review 17-00002 (includes Planning, Engineering & Fire Conditions of Approval)
6. Aerial, Site Plan and Elevations
7. Project Alternatives
8. Planning Commission Report dated May 9, 2018
PLANNING COMMISSION  
AGENDA SUBMITTAL  

Meeting Date: May 9, 2018 - Special Meeting

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

REQUESTED ACTION: ADOPT Resolution No. 18-10 to recommend to the City Council 1) certification of the Final Environmental Impact Report (SCH No. 2017081059); 2) adoption of the Findings of Fact and Statement of Overriding Considerations, and 3) approval of Tentative Parcel Map (TPM) 37304 (TPM No. 17-05060), and Development Plan Review (DPR) 17-00002, subject to the Conditions of Approval.

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

BACKGROUND/DISCUSSION:

The applicant is proposing to construct a high-cube warehouse of 1.2 million square feet on approximately 55 acres of land located on the southeast corner of Markham Street and Perris Blvd., within the Perris Valley Commerce Center Specific Plan.

On September 20, 2017, the Planning Commission held a scoping meeting to review, discuss, and provide comments regarding the proposed project for the preparation of an Environmental Impact Report. Discussion points at the meeting primarily centered on impacts of the project on area aesthetics and loss of Business-Professional Office (BPO) zoning. The Planning Commission requested a discussion of aesthetics in the EIR, although CEQA impacts as a result of the project were found to be less than significant. This discussion is found in Section 4.1 of the FEIR. In addition, staff worked diligently with the applicant to provide building architecture similar to BPO standards, and the building’s location on Perris Blvd., a vital commercial corridor.

The land use designation is BPO (Business-Professional Office) and Light Industrial. The proposed Specific Plan Amendment is requested to change the underlying zoning of the western 35 acres of the site from Business-Professional Office to Light Industrial. This portion of the site fronts Perris Blvd. and the BPO land use designation provides transitional zoning between Industrial and Commercial land uses. The development plan review analyzes the site design and architectural elevations of the building, and Tentative Parcel Map 37304 is proposed to consolidate 14 parcels, and vacate all or portions of three unbuilt streets. Primary access for trucks to the site will be from Markham Street, and trucks will be prohibited from traveling on Perris Blvd and Ramona Expressway. All truck traffic in the PVCCSP is required to access the I-215 from Harley Knox Blvd. The site features all required truck court screening, employee amenities, parking, landscaping and water quality management improvements per PVCCSP standards. The site includes 12.9% onsite landscaping, including water quality basins.

The proposed warehouse building required architectural elements of the highest standards to be compatible with future development on Perris Blvd., and fulfill the function of land designated as Business-Professional
Office. Even with a change of zone, the location on Perris Blvd. will continue to provide transition from industrial warehouse development to the north, to commercial uses to the south near Ramona Expressway. In addition, north Perris Blvd and Markham Street are designated by the Perris Valley Commerce Center Specific Plan as Visual Corridors and require enhanced design stands for both the building and the landscaping. Significant architectural enhancement has been provided for the Duke Perris and Markham warehouse, with sophisticated use of color, multiple natural accent materials, and extended decorative elements for offices and entry points of the building facing Perris Blvd.

An Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act and circulated for a 45-day public review period from January 31, 2018 to March 16, 2018. The EIR discusses the project’s impacts associated with aesthetics, air quality, greenhouse gas emissions, cultural resources, hydrology and water quality, land use and planning, noise, traffic and circulation, and utilities and service systems. With the exception of air quality for the building operations, greenhouse gas emissions for NOx, and traffic level of service impacts in the Year 2040 for specified freeway segments, potential impacts related to all other topics analyzed in the EIR were found to be less than significant or less than significant with mitigation measures incorporated. These significant and unavoidable impacts require the adoption of a Statement of Overriding Considerations if the project is to be approved.

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**BUDGET (or FISCAL) IMPACT:**

Cost for staff preparation of this item, cost of construction and payment of development impact fees are borne by the applicant.

<table>
<thead>
<tr>
<th>Prepared by:</th>
<th>Diane Sbardelliati, Associate Planner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reviewed by:</td>
<td>Kenneth Phung, Planning Manager</td>
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</tbody>
</table>

| City Attorney: | N/A |
| Finance Director: | N/A |

**Special Public Meeting:** May 9, 2018
CITY OF PERRIS  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  

STAFF REPORT  

Date: May 9, 2018 – Special Planning Commission  

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

Environmental Determination: EIR - State Clearinghouse No. 2017081059  

Project Planner: Diane Sbardellati, Associate Planner  

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

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

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

Acreage and Land Use:  

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<th>APN</th>
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ZONING AND LAND USE:

Existing Zoning:  
Perris Valley Commerce Center Specific Plan

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

Surrounding Zoning:

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<tr>
<td>South</td>
<td>Commercial (C)</td>
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<td>East</td>
<td>Light Industrial (LI)</td>
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<td>Light Industrial (LI)</td>
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Surrounding Land Uses:

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<td>South</td>
<td>Vacant and single-family</td>
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<td>West</td>
<td>Logistics Center Warehouse</td>
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</table>

PROJECT DESCRIPTION

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

a) Merge fourteen (14) parcels into a single 55-acre lot;

b) Rezone ten of the 14 parcels (totaling approximately 35 acres) from BPO to LI

c) Vacate parts or all unimproved streets abutting the property – Golden View Drive, Johnson Avenue and Via Verona Street;

 d) Develop a single shell warehouse building totaling 1,189,860 square feet on
approximately 55 acres, with a total of 187 truck docks and 1,090 total parking stalls that include 22 accessible parking stalls.

PROJECT BACKGROUND

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

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

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

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

ANALYSIS:

SPECIFIC PLAN AMENDMENT

On January 10, 2012, the City adopted the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP encompasses approximately 5.23 square miles in North Perris and provides a convenient access corridors to the I-215 freeway to the east and through Moreno Valley to the 60 freeway to the north. The Specific Plan envisioned that the PVCCSP provide a balanced mix of commercial, business professional office, and a variety of industrial uses, with
the intent strongly focused on high quality land uses that would serve the needs of existing, and future, residents and business within the City of Perris. The PVCCSP included comprehensive land use, infrastructure and financing plan in order to implement the master planned project as well as the goals and policies of the General Plan. Section 3.0 of the PVCCSP plan also provided design guidelines and standards that would support adequate land use transitions to neighboring land uses along with standards that promote green and sustainable development measures.

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

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

- Modify Figure 2.0-1 Specific Plan Land Use Designation, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 35 acres from Business Professional Office (BPO) to Light Industrial (LI) for the properties bound by Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north.

- Modifies all exhibits to reflect the vacation of three streets: Goldenview Drive, Johnson Avenue, and Via Verona Street between Markham Street to the north and Perry Street to the south.

GENERAL PLAN CONSISTENCY

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

SPECIFIC PLAN CONSISTENCY

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

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

The Project meets the aforementioned goals in the following ways:

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

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

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

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

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

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

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

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

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

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

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

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

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

Promote orderly development to ensure infrastructure keeps pace with development.

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

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

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

**PVCCSP DEVELOPMENT STANDARDS**

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

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

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>LI</th>
<th>BPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size</td>
<td>15,000 s.f.</td>
<td>20,000 s.f.</td>
</tr>
<tr>
<td>Minimum Lot Frontage</td>
<td>75 feet</td>
<td>100 feet</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>75 feet</td>
<td>100 feet</td>
</tr>
<tr>
<td>Minimum Lot Depth</td>
<td>100 feet</td>
<td>150 feet</td>
</tr>
<tr>
<td>Maximum Structure Size/Floor Area Ratio (FAR)</td>
<td>0.75 FAR</td>
<td>0.75 FAR</td>
</tr>
<tr>
<td>Minimum Structure Separation</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Accessory Structures Size</td>
<td>No max.</td>
<td>No max.</td>
</tr>
<tr>
<td>Maximum Lot Coverage by Structure</td>
<td>50% of lot</td>
<td>50% of lot</td>
</tr>
<tr>
<td>Maximum Structure Height</td>
<td>50 feet&lt;sup&gt;[1]&lt;/sup&gt;</td>
<td>50 feet&lt;sup&gt;[1]&lt;/sup&gt;</td>
</tr>
<tr>
<td>Maximum Structure Height at Setback</td>
<td>20 feet</td>
<td>20 feet</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>Front Yard Setback shall be as follows:</td>
<td>[7][8]</td>
<td>[7][9]</td>
</tr>
<tr>
<td>• Local/Collector Streets</td>
<td>10 feet</td>
<td>5 feet</td>
</tr>
<tr>
<td>• Arterials</td>
<td>15 feet</td>
<td>10 feet</td>
</tr>
<tr>
<td>Side Yard:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Adjoining non-residential</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Street Side Yard</td>
<td>See Front Yard Req.</td>
<td>See Front Yard Req.</td>
</tr>
<tr>
<td>Rear Yard:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Adjoining non-residential</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Minimum Landscape Coverage</td>
<td>12%</td>
<td>15%</td>
</tr>
</tbody>
</table>

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

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

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


Parking

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

<table>
<thead>
<tr>
<th>Warehousing</th>
<th>Stalls Required</th>
<th>Stalls Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st 20K 1:1,000 sf</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>2nd 20K 1:2,000 sf</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>&gt; 20K 1:5,000 sf</td>
<td>203</td>
<td></td>
</tr>
<tr>
<td>Manufacturing 1:500 s.f.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Stalls TOTAL</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td>Disabled Access Stalls (2% of Provided)</td>
<td>2% of 1,068 = 22</td>
<td>22</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>509</td>
<td>1,090</td>
</tr>
</tbody>
</table>

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

Access and Circulation

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

A total of five ingress-egress points of access are provided for the site, with one 26-foot wide central access on Perris Blvd. for passenger vehicles only, two 40-foot wide access points on Markham Street, and two access points on Perry Street. On Markham Street the western access is
restricted to trucks only, and the eastern access is shared by both trucks and passenger vehicles. Here trucks turn immediately into the truck court to the west, or the truck drive aisle to the east to the south truck court. Passenger cars are directed into their own parking area to the east after entering the site. On Perry Street, a 30-foot wide access is provided on the west side of the site for passenger cars only, and a dual 50-foot wide access is provided on the east side.

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

_Landscaping_

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

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

_Fencing and Screening_

The project site will have a 14-foot decorative tilt-up concrete wall to screen the truck loading areas facing Markham Street and Perry Street. The wall color will be color-compatible with the
warehouse building colors. Pilaster columns with cap will be spaced every 100 feet for visual interest. The screen wall on Markham Street will turn southward at the east interior property line for 80 feet, then transition to an 8-foot high tubular steel fence continuing south to terminate at the Perry Street right of way. Perris Boulevard will not have fencing of any kind, in keeping with the higher design standards for business park development. Landscaping will fully screen the tubular steel fencing. Nine-foot high sliding tubular steel gates are indicated on the site plan in several areas to control onsite truck movement. All gates visible to the public are required to be screened with high quality black mesh to obscure view of truck areas.

Building Architecture

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

Employee Amenities

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

Green Building Design

The project will include several design and construction measures to reduce the overall environmental impact of the project. The design criteria of this building will exceed the efforts made at a similar distribution center located at 3300 Indian Avenue, also owned and operated by the applicant, Duke Realty, which recently was awarded Gold Level LEED Certification from the US Green Building Council. This project will be registered under LEED-CS Version 4,
which has more stringent criteria than the previous LEED edition (LEED-CS Version 2009). Under the more rigorous LEED Version 4 standards, the applicant anticipates achieving Certified level or higher. The Project Title 24 standards will be exceeded by at least 10%: the building will reduce energy consumption through the use of LED light fixtures, occupancy sensors and efficient air conditioning equipment. Water use will be reduced through the use of water-efficient landscaping, irrigation and plumbing fixtures. Potable water use will be significantly reduced through utilization of recycled water for landscaping. Recycled and low-emitting materials will be used wherever possible, and at least 75% of waste generated during construction will be diverted from landfills.

TENTATIVE PARCEL MAP 37304

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

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

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

ENVIRONMENTAL IMPACT REPORT

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

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

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

PROJECT ALTERNATIVES CONSIDERED

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

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

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

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

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

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

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

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

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

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

Mitigation Monitoring and Reporting Plan

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

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

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

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

FINDINGS

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

Specific Plan Amendment 17-05074

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

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

2. The Specific Plan Amendment provides adequate text and diagrams to address the following issues in detail:
a. **The distribution, location, and extent of the uses of land, including open space, within the area covered by the Plan.**

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

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

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

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

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

The Specific Plan contains standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources. An Environmental Impact Report with a Mitigation, Monitoring and Reporting Plan (MMRP) was prepared for the Project and adequately
provides for the conservation, development, and utilization of natural resources, as applicable, and the proposed Specific Plan Amendment is subject to compliance with these requirements.

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

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

Tentative Parcel Map 37304 (TPM 17-05060)

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

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

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

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

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

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

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

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

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

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

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

Potential impacts related to all other topics analyzed in the EIR were found to be less than significant, or less than significant with the proposed mitigation measures incorporated. The EIR prepared for the PVCCSP prior to its adoption in 2012 includes various mitigation measures to ensure that Projects located within the
PVCCSP planning area identify air quality impacts from construction and operation and mitigate any potential impacts appropriately. Project-specific and relevant mitigation measures from the PVCCSP EIR and as recommended by responding agencies to the City’s request for comments during stages of the EIR preparation were applied to the Project by the MMRP to address both potential regional and local air quality impacts.

Development Plan Review

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

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

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

See Finding No. 2 under Tentative Parcel Map 37304.

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

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

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

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

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

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

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

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

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

**RECOMMENDATION**

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

**EXHIBITS:**

A - Conditions of Approval (Planning, Engineering, Fire Safety Consultant)
B - Vicinity Map
C - Aerial Map
D - Revised Pages in Specific Plan Amendment No. 9 (Existing and Proposed)
E - Reduced Site Plan and Elevations
F - Project Alternatives
G - Mitigation Monitoring and Reporting Plan
H - Resolution 18-10
I - Statement of Facts and Findings and Statement of Overriding Considerations
J - Draft CC Resolution No. (Next in Order) certifying the EIR
K - Draft CC Resolution No. (Next in Order) approving the DPR & TPM
L - Draft CC Ordinance No. (Next in Order) approving the SPA

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