



1.0 EXECUTIVE SUMMARY

1.1 Introduction

The Harvest Landing Specific Plan's primary purpose is to facilitate transforming the current undeveloped Project Site into a contemporary retail and business park and provide a successful mix of professional office, industrial, research and development, business park, retail commercial, related storage and support service uses, and pedestrian linkages. Harvest Landing encompasses 358.28 acres in western Perris and will contain a variety of commercial uses, industrial uses, businesses, and amenities.

The Harvest Landing Specific Plan text and exhibits serve as the long-range plan for the Specific Plan Project site and the guide for all future development within the Specific Plan area. This document will guide the build-out of the property in a manner that is consistent with City and State policies, standards, and regulations, and that ensures the various land uses identified in the Specific Plan will be developed in a coordinated manner.

1.2 Specific Plan Vision and Purpose

As provided in California Government Code Section 65450, a Specific Plan has been prepared for the systematic implementation of the updated General Plan. As provided for in State law, a Specific Plan is a regulatory document that provides standards and criteria for the development of a particular geographic area. The Harvest Landing Specific Plan establishes the planning concept, design and development guidelines, administrative procedures, and implementation measures necessary to achieve the orderly and compatible development of the Project area. It is also intended to maintain consistency with and carry out the goals, objectives, and policies of the City of Perris General Plan.

The City of Perris Municipal Code, Section 19.49, specifies the purpose, requirements, regulations, and procedures for preparation of a Specific Plan in the City. California Government Code, Sections 65450 through 65454, establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan.

The California Government Code states that a "Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan." The consistency of the Harvest Landing Specific Plan with the City of Perris General Plan is addressed in Section 1.7, *Consistency Assessment*, below.

The goal of the Harvest Landing Specific Plan is to incorporate the various land uses described in the 2016 General Plan into a unified commercial and business area that capitalizes on its proximity to I-215 and is grounded in market demands.



Specific Plan Amendment

This Specific Plan is the third amendment to the originally-approved Harvest Landing Specific Plan, and includes the following:

- Reconfiguring the Specific Plan Land Use Plan to eliminate all residential and recreational land use designations that previously totaled 213.5 acres;
- Increasing the commercial land use area from the originally-approved 7.6 acres to 46.24 acres;
- Increasing the Multiple Business Use (MBU) area from the originally-approved 80.9 acres to 262.33 acres;
- Increasing the Water Quality Management Plan (WQMP) acreage from the originally-approved 4.9 acres to 12.91 acres for the WQMP;
- Increasing the roadway acreage from the originally-approved 34.1 acres to 36.8 acres;
- Permitting drive-through operations within the Commercial land use designation with an approved Conditional Use Permit.
- Permitting industrial buildings of varied sizes within the MBU land use designation with an approved Development Plan Review;
- Permitting alcohol sales at sit down restaurants within the commercial land use designation with an approved Administrative Determination;
- Allowing non-residential uses within the MBU designation above 0.35 FAR, up to 0.75 FAR;
- Removing 7.26 acres of commercial from the overall Project; and,
- Annexing approximately 16.2 acres of property north of the existing Specific Plan site currently zoned Light Agricultural (A1) and Public (P) with a General Plan land use designation of Business Park (BP).

1.3 Specific Plan Objectives

General Plan Consistency

Base the future development and use of Harvest Landing on the Vision and concepts of the City's General Plan and change the Specific Plan land use designations based on market demands.

Promote Compatible Land Uses for the Area

This Specific Plan will provide land use designations and development standards to promote smart growth principles by:

- Ensuring a balance of commercial and business land uses that maintain and enhance the City's financial stability, economic variety, and environmental integrity.
- Encouraging the development of joint-use and dual-use facilities such as drainage basins and green space with employee amenities.
- Creating connected multi-use areas in close proximity to major roadways that will complement surrounding land uses.

See Section 2.0, *Land Use*, for specific land use requirements for the Specific Plan area.



Streamline the Development Process

The Specific Plan is structured to streamline the entitlement development process, fostering an environment conducive to swift and efficient development. This streamlined approach not only facilitates the realization of development projects but also stimulates economic vitality, laying a solid foundation for sustained financial growth and prosperity in the region. Sections 2.0 through 7.0 of this Specific Plan summarize the allowed land uses, standards, and guidelines for the Specific Plan area as well as the circulation and infrastructure plan and the implementation and administration process.

Promote Sustainable Development

In line with environmental stewardship, the Specific Plan champions sustainable practices through:

- **San Jacinto River Preservation:** Mandating measures to mitigate any adverse impacts on the San Jacinto River, safeguarding its health and vitality.
- **Water-Wise Landscaping:** Advocating for drought-tolerant landscaping to conserve water in Southern California's arid climate.
- **Energy Efficiency:** Prioritizing energy-efficient building design to achieve LEED certification, reducing energy consumption and greenhouse gas emissions. Industrial buildings exceeding 400,000 SF will be required to be LEED Certified.

See Sections 3.0, 4.0, and 5.0 for standards and guidelines related to sustainable development as they relate to infrastructure, development, and design, respectively.

Unique Identity and Strong Sense of Place

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

- Promoting high level development standards to ensure aesthetic cohesiveness throughout the Specific Plan area.
- Using various methods such as logos, streetscapes, banners, public art, unique entry monumentation, and enhanced architecture.
- Beautifying the community by the use of native and appropriate non-native, drought-tolerant species.
- Establishing a strong identity by integrating design and architectural standards in the Specific Plan with a rich pattern of landscaping, streetscaping, signage, and architecture to create attractive and distinctive commercial and business zones.

See Sections 4.0 and 5.0 for standards and guidelines related to aesthetics and identity of the Specific Plan area.

Flexible Business Options

Harvest Landing is rooted in market realities. The business uses that are accommodated must be based on careful consideration of the surrounding uses and market. A unique blend of offices, industrial, research and development, business park, retail commercial uses, and food services which take advantage of the adjacent I-215 and complement the surrounding retail uses, will help



build a robust, employment-based economy in Perris. Harvest Landing will ensure the economic viability by creating a modulated site design that can:

- Have phased development;
- Allow for flexibility to best meet market demand at the time of development;
- Enhance the City's existing job base through the creation of a broad range of employment and career opportunities within Harvest Landing; and
- Provide a successful mix of professional office, industrial, research and development, business park, retail commercial, related storage and support service uses, and pedestrian linkages.

See Section 2.0, *Land Use*, for allowed land uses in the Specific Plan area that will contribute towards flexible business options while maintaining complementary and compatible uses to the surrounding area.

Identify Infrastructure

The Specific Plan will identify infrastructure utility needs and provide circulation plans for various vehicular (passenger/truck, bus, and transit) and non-vehicular circulation (bikes, pedestrian routes). See Section 3.0, *Circulation and Infrastructure Plan*.

1.4 Specific Plan Format

The Harvest Landing Specific Plan is divided into the following sections:

Section 1: Executive Summary—This section describes the purpose and vision of the Specific Plan, Specific Plan objectives, the Specific Plan area, and the Specific Plan's relationship to other plans including the General Plan.

Section 2: Land Use Plan—This section describes the proposed development concept based on land use and includes the allowed land uses, build-out statistics and parameters.

Section 3: Circulation and Infrastructure Plan—This section provides detailed descriptions of the circulation and infrastructure for the Specific Plan area. Circulation includes the vehicular roadway network, truck routes, public transit, bicycle circulation, and pedestrian circulation. Utilities described in this section includes the water system, recycled water, sewer system, stormwater drainage, dry utilities, and the Water Quality Management Plan Basin land use area.

Section 4: Development Standards—This section provides the required development standards for the Specific Plan area based on the included land uses, and also includes development standards for low-impact design and parking.

Section 5: Design Guidelines—This section provides design guidelines for the land uses within the Specific Plan area in order to create an aesthetically pleasing and cohesive space. Guidelines include those related to architecture, landscaping, screening, lighting, access, outdoor storage, etc.



Section 6: Signage—This section provides details related to signage for and within Harvest Landing.

Section 7: Implementation and Administration—This section contains the provisions for development processing, the development administration system, and the phasing program for the Harvest Landing Specific Plan.

1.5 Action Expectations

Numerous statements occur in this Specific Plan in the form of standards and guidelines that define action expectations to successfully implement the plan. The following terms clarify the level of commitment intended in the Specific Plan and reflect the expectation or desired outcome. The application of each term to a particular policy or action is a deliberate application of these definitions.

Shall—This type of development standard will always be followed. Shall represents an absolute commitment to the guidance expressed in the policy. (Similar action words: require, enforce, must, ensure.)

Should—This type of design guideline will be followed in most cases and exceptions or degrees of implementation are acceptable with valid reasons. (Similar action word: may.)

Allow—Permit someone else's initiative and support it unless there is a very good reason not to. (Similar action word: permit.)

Restrict—This type of standard or guideline sets specified limits within which action and/or implementation will occur. (Similar action words: control, limit, contain.)

Prohibit—This type of standard requires steps to actively prevent a specified condition or decision from occurring. (Similar action words: forbid, ban.)

Other terminology may appear in certain policy statements. These terms are to be interpreted according to their similarity to the appropriate term described above.

1.6 Existing Setting

1.6.1 Physical/Geographical

Project Location

As shown in Figure 1.0-1, *Regional Location*, Harvest Landing is situated on 358.28 acres in the City of Perris on the western edge of a broad valley formed by the San Jacinto River. Surrounding major physical and topographical features include Lake Perris and the Bernasconi Hills to the northeast, the San Jacinto River to the east and south, the Lakeview Mountains to the southeast, and the Motte Rimrock Reserve to the west.

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As shown in Figure 1.0-2, *Local Vicinity*, Harvest Landing is generally bounded on the north by Placentia Avenue, on the south by Nuevo Road, on the east by Perris Boulevard, and on the west by Interstate 215 (I-215) and East Frontage Road. The revised Specific Plan boundary includes the removal of 7.26 acres of commercial land to the south that was divided by the City of Perris in the Pers de Plaza Project, a 5.54-acre property to the north west that was not previously part of the original Specific Plan, and will be designated as MBU and roads, as well as a 10.66-acre Multiple Business Use (MBU) Overlay area on the northwest side of the Specific Plan area (reference Figure 1.0-3, *Project Site with Annexation Area*).

Harvest Landing is ideally situated near transportation routes, including I-215, which runs along the Project site's western edge, and California State Highway 74, roughly 1.4 miles south of the site. March Air Reserve Base is located to the north of the Project area. Perris Valley Airport, located to the south of the Project site, provides for smaller aircraft traffic.

Primary access to Harvest Landing shall be from Perris Boulevard, Indian Avenue, Barrett Avenue, Orange Avenue, Frontage Road, and Nuevo Road. Frontage Road traverses the site from north to south and Orange Avenue traverses the site from east to west.

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Figure 1.0-1, Regional Location

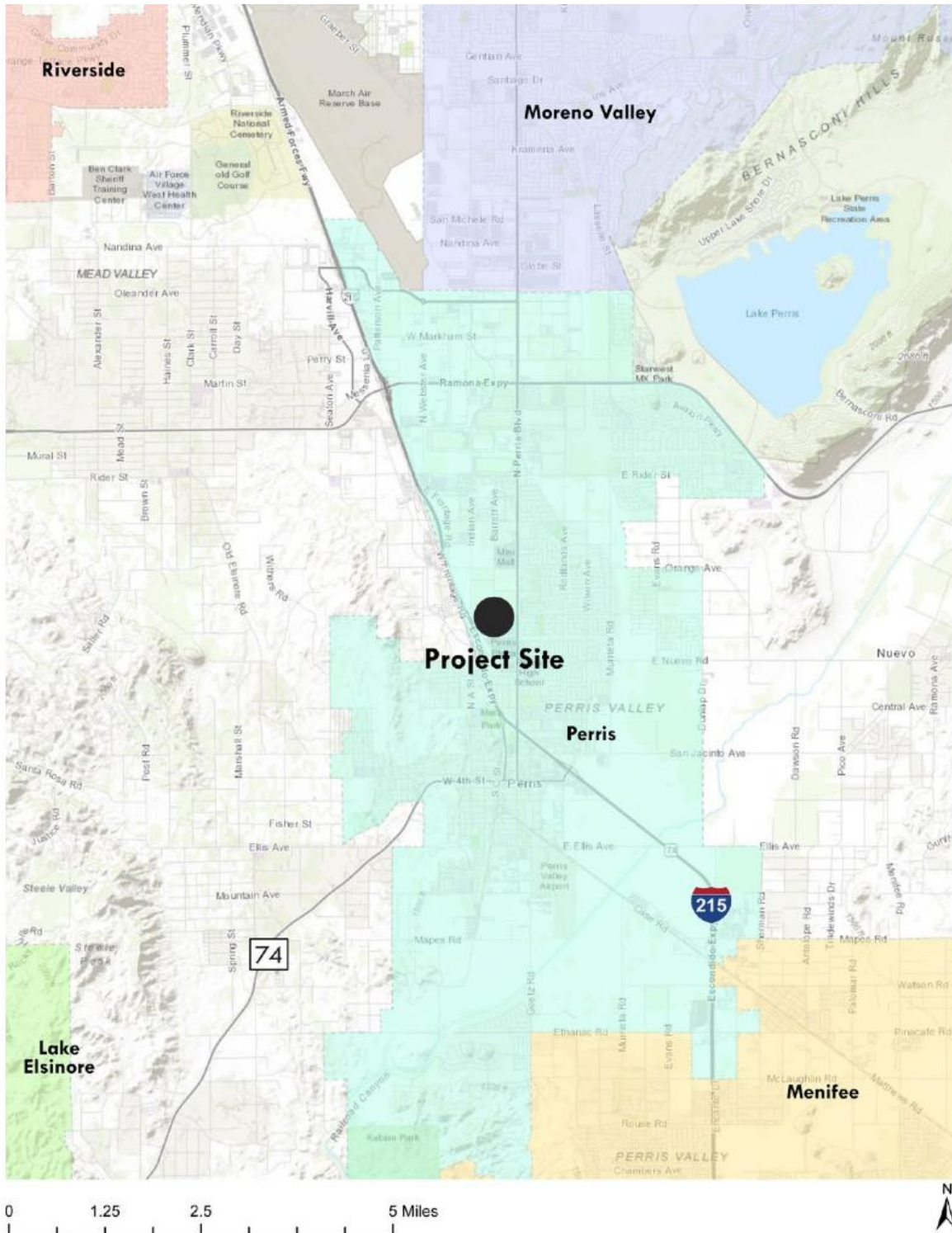




Figure 1.0-2, Local Vicinity





Figure 1.0-3, Project Site with Annexation Area





Existing Topography and Surrounding Uses

The Harvest Landing Specific Plan Project site is relatively flat, sloping downwards in an easterly direction with elevations ranging from approximately 1,460 to 1,480 feet above mean sea level. The Specific Plan area is currently primarily undeveloped, with approximately 5.1 acres of limited residential use in the center of the site at the intersection of Indian Avenue and Orange Avenue, and an elementary school on a 10.66-acre area at the northwest corner of the site (reference Figure 1.0-2).

Surrounding land uses include the following:

- **North:** Commercial and industrial uses.
- **South:** I-215 and commercial uses.
- **East:** Commercial and residential uses, and some vacant land.
- **West:** I-215, commercial uses, and some vacant land.

1.6.2 General Plan Land Use

On April 26, 2005, the City of Perris approved the Land Use Element of the City of Perris General Plan. The Land Use Map was updated on January 3, 2013. The Land Use Element incorporates land use policies and maps to guide the future development of the City of Perris. The Harvest Landing Specific Plan site is located within Planning Area 4 of the General Plan.

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

1.6.3 Zoning

The Harvest Landing Specific Plan has been adopted by City Council Ordinance and serves as the zoning for the Project site and is therefore being updated to reflect a new and dynamic mix of commercial and industrial uses. The Specific Plan provides the standards and development criteria to guide future development of the site. The text and diagrams of the Specific Plan address the planning of necessary infrastructure, facilities, and land uses.

1.6.4 Opportunities and Constraints

The opportunities and constraints that exist on the Harvest Landing site are the keys to determining the design, layout, and appropriate uses for the development of the property. The following is a list of the opportunities and constraints that were present at the time of the writing of this document.



Opportunities

Interstate 215

Interstate 215 runs along the western edge of the Project site. The freeway provides clear visibility of the site as well as direct access via Nuevo Road and Placentia Avenue. The land adjacent to the freeway is an ideal location for business park, office, industrial and retail uses, which will benefit from the proximity to this major transportation corridor. The placement of business uses along the freeway provide for the creation of a significant number of jobs in the City.

Surrounding Uses

Harvest Landing is surrounded by several uses that influenced the design of the Project. Critically, there are significant commercial retail uses either adjacent or in close proximity to the site.

The existing Perris Plaza with theaters, restaurants, and retail uses bounds the Project on the south. In addition, the Perris Town Center is located to the south across Nuevo Road. There are several other smaller retail centers along Perris Boulevard. Given these uses and as detailed below, the convenience retail market is well served in the area. Therefore, the Harvest Landing Specific Plan is focused on providing locations for office, light industrial, and freeway-dependent retail uses which will allow for workers to utilize the retail amenities on their lunch breaks and after work hours.

Constraints

Airport Influence Areas

As explained in greater detail under Section 1.7.2, *Airport Influence Areas*, Harvest Landing is located near the March Air Reserve Base/Inland Port Airport and the Perris Valley Airport and falls within their influence areas. Development within these areas must adhere to specific requirements, such as those pertaining to density, building height, noise, glare, etc., so as not to conflict with airport operations and safety considerations.

Noise

The site is located between major noise sources. Vehicular noise from I-215, Perris Boulevard, and Placentia Avenue are critical factors to consider in the location, buffering, and/or mitigation of noise sensitive uses. The Specific Plan Environmental Impact Report (EIR) will contain an analysis of potential impacts related to noise in compliance with the California Environmental Quality Act (CEQA).

1.6.5 Required Governmental Actions

This Specific Plan will implement applicable elements of the City of Perris General Plan and include detailed information about the area's need for infrastructure improvements such as roads, water, sewer, and flood control facilities.

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

The Harvest Landing Specific Plan requires action by the Planning Commission and City Council on the following:

- **Specific Plan Amendment No. 22-05250.** To revise land use designations, establish a plan for public facilities, design guidelines, and a development incentive program.
- **General Plan Amendment No. 24-05175.** To amend the Land Use Element and Circulation Element of the City of Perris General Plan to designate all properties within the revised Project area as Specific Plan.
- **Zone Change No. 24-05176.** To establish Specific Plan zoning for the properties within the Project site.

Development Plan Reviews, Conditional Use Permits, Tentative Tract Maps, and a Development Agreement will be required to implement the Specific Plan buildout.

In addition to City of Perris discretionary approvals, the following Approvals or permits would be required:

- City of Perris Construction Permits (demolition, grading, building, etc.);
- County of Riverside Flood Control and Water Conservation;
- District approval of hydrology/drainage and storm drain facility plans;
- California State Water Resources Control Board Notice of Intent to permit coverage (General Construction Permit regulates stormwater and no stormwater discharges associated within construction activities);
- Regional Water Quality Control Board MS-4 Permit for Municipal Stormwater Permitting – Water Quality Management Plan; and,
- Eastern Municipal Water District approval of potable and non-potable water and sewer conveyance systems.



1.7 Consistency Assessment

1.7.1 General Plan

State law requires that a General Plan and zoning be consistent. The Harvest Landing Specific Plan process includes an amendment to the City's General Plan and Municipal Code to rectify inconsistencies between these two documents.

As described above, the General Plan had previously placed the Harvest Landing site within Planning Area 4, Freeway Business Park, and designated the Project site for a combination of Specific Plan, business park, and community commercial land uses. The logic for these land use designations is clearly described in the General Plan: "The proximity of Planning Area 4 to I-215 makes it ideal for freeway-oriented land uses. New Business Park and freeway-oriented business can create additional employment opportunities, resulting in a larger customer base to support retail outlets, restaurants, and other service-oriented businesses that serve the before-during-after work needs of workers and professionals" (Perris General Plan, 2005, page 4).

The Harvest Landing Specific Plan implements the goals and policies of the General Plan, and also maintains the spirit and intentions of the General Plan by utilizing the mixture of MBU and Commercial land uses (as well as Water Quality Management Plan land use for stormwater management) as called for in the General Plan. However, the location and mixture of the General Plan land use designations are modified to reflect a unified land use design, viable mixture of uses, and market realities.

Goals/Policies

Future building permits and public works projects must be consistent with the Specific Plan (Government Code Sections 65455, 66473.5, 65860, and 65401). All projects that are found to be consistent with this Specific Plan will likewise be deemed consistent with the City's General Plan. Table 1.0-1 lists goals and policies from the General Plan that are applicable to the Harvest Landing Specific Plan, and describes the Specific Plan's consistency with these goals and policies.

Table 1.0-1, General Plan Consistency Analysis

City of Perris General Plan Goal/Policy	Harvest Landing Specific Plan Consistency
Land Use Element	
Policy II.A Require new development to pay its full, fair-share of infrastructure costs	Consistent. Development within the Specific Plan will pay development impact fees that contribute to infrastructure improvements pursuant to the Project Development Agreement.
Policy II.B Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. Pursuant to Development Agreement for the Project the Project will pay development impact fees to mitigate the cost of public facilities including schools needed to offset the impact of new development

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City of Perris General Plan Goal/Policy	Harvest Landing Specific Plan Consistency
<p>Policy V.A. Restrict development in areas at risk of damage due to disasters.</p>	<p>Consistent. The Specific Plan Area is not within a high or very high fire hazard severity zone, and is in an area of minimal flood hazard.</p>
<p>Policy V.B. Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).</p>	<p>Consistent. The Project is consistent with the Basic Compatibility Criteria table as outlined in Municipal Code Section 19.51.060. The Project does not propose any potentially hazardous activities or the bulk storage of hazardous materials which would impact aircraft safety. Therefore, the Project would not pose any hazards to MARB/IPA. The project has been determined to be consistent with the Airport Land Use Compatibility Plan as reviewed and confirmed by the Riverside County Airport Land Use Commission.</p>
<p>Circulation Element</p>	
<p>Policy I.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.</p>	<p>Consistent. The existing transit service will continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project includes refreshing striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive will improve pedestrian facilities and the sidewalk network. The Project will also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths, and improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project will improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. In addition, the Project will construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.</p>
<p>Policy I.D Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.</p>	<p>Consistent. The Project vicinity is served by RTA Route 19, 27, and 30. This existing transit service will continue to serve its ridership in the area and may also serve employees of the commercial and</p>

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City of Perris General Plan Goal/Policy	Harvest Landing Specific Plan Consistency
	<p>industrial components of the Project as well as visitors of the commercial component of the Project. In addition, the Project includes the addition of a bus stop along Perris Boulevard adjacent to the proposed commercial area. The Project also includes construction of a sidewalk along Perris Boulevard to provide additional pedestrian access to the bus stop from the Project's commercial and industrial uses.</p>
<p>Policy II.A Maintain the following target Levels of Service:</p> <ul style="list-style-type: none"> • LOS "D" along all City maintained roads (including intersections) and LOS "D" along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS "E", at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps. 	<p>Consistent. Development within the Specific Plan will pay fair share for road improvements to achieve a satisfactory intersection LOS D.</p>
<p>Policy II.B Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.</p>	<p>Consistent. The existing transit service will continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The Project includes construction of a bus stop along Perris Boulevard adjacent to the proposed commercial area. The Project also includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road, and the Project includes refreshing of striping on the adjacent streets to improve bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive will improve pedestrian facilities and the sidewalk network. The Project will also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths, and improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project will improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage.</p>

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City of Perris General Plan Goal/Policy	Harvest Landing Specific Plan Consistency
<p>Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>Consistent. Development within the Specific Plan will pay development impact fees to contribute to infrastructure improvements pursuant to the approved Development Agreement for the Harvest Landing Specific Plan</p>
<p>Policy IV.A Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.</p>	<p>Consistent. The Project includes the construction of bikeways and a 12.91-acre water quality management basin with walking paths and exercise equipment. In addition, the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road, and the Project will refresh striping on the adjacent streets to improve the bicycle facilities and network. The Project also includes construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive to improve pedestrian facilities and the sidewalk network.</p>
<p>Policy V.A Provide for safe movement of goods along the street and highway system.</p>	<p>Consistent. The Project includes five truck driveways along Frontage Road and installation of Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development requires one multi-purpose driveway on Orange Avenue, one multi-purpose driveway on Harvest Landing Way, and one multi-purpose driveway on Barrett Avenue. Phase 2 development without the Overlay will require at least one multi-purpose driveway on Frontage Road and at least two multi-purpose driveways along Indian Avenue south of Val Verde Elementary School. Development of the Overlay Area will require an additional multi-purpose driveway along Indian Avenue, should the site be developed. The Project prohibits trucks from the industrial buildings from utilizing Barrett Avenue, which will be prevented through installation of signage as required by City of Perris Good Neighbor Guideline Policy 1.16.</p>
<p>Policy VIII.A Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.</p>	<p>Consistent. Facility operators will establish a Voluntary Commute Trip Reduction Program. In addition, the Project includes bicycle parking for Project employees.</p>
<p>Policy VIII.B Identify Transportation Systems Management (TSM) strategies that will assist in</p>	<p>Consistent. Facility operators will establish a Voluntary Commute Trip Reduction Program. In</p>

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mitigating traffic impacts and that will maintain the desired level of service along the street and highway system.	addition, the Project includes bicycle parking for Project employees.
Conservation Element	
Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	Consistent. The Project will not conflict with any State and federal regulations.
Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	Consistent. Development of the Specific Plan will be in compliance with the MSHCP.
Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	Consistent. The Project will comply with State and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.
Policy V.A Coordinate land-planning efforts with local water purveyors.	Consistent. As detailed in the Environmental Impact Report prepared for the Project, the demands of the Specific Plan are within the projections of Eastern Municipal Water District's 2020 Urban Water Management Plan.
Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	Consistent. Stormwater detention facilities will be sized to meet the required design capture volume for pollutant control requirements.
Goal VII Protection of significant landforms.	Consistent. The Specific Plan area is disturbed from previous agricultural activities and is vegetated with non-native grasses. The site is relatively flat with a gentle slope. There are no significant landforms present onsite that would be removed as a part of the Project.
Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.	Consistent. The Specific Plan area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.
Policy VIII.A Adopt and maintain development regulations that encourage water and resource conservation.	Consistent. Development of the Specific Plan will be in compliance with CALGreen and adhere to a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan.
Policy VIII.B Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects	Consistent. The Project includes implementation of recycling programs.
Policy VIII.C Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own	Consistent. The Project will comply with CALGreen/Title 24 requirements to implement energy conservation measures and water efficient

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and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).	plumbing. Buildings over 400,000 SF will be LEED compliant.
Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.	Consistent. The Project includes EV van accessible, clean air van carpool, Voluntary Commute Trip Reduction Program and bicycle parking.
Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	Consistent. A total of 1,239,079 square feet, or 20.2 percent of the business park site, will be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch and 36-inch box trees, 15 gallon trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box.
Policy X.C Encourage strategic shape and placement of new structures within new commercial and industrial projects.	Consistent. The Project is designed to orient the industrial and/or warehouse activities and truck access to the west near I-215 with the commercial uses acting as a buffer between the MBU uses to the west and the residences to the east of Perris Boulevard.
Housing Element	
Policy 2.1 Promote development within specific plans that provide a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints.	Consistent. The Project allows for the future development of residential uses within the MBU and Commercial land use designations to ensure compatibility with adjacent land uses and to achieve the City's long-term housing goals. Residential development is permitted throughout the Specific Plan consistent with existing density requirements and must comply with the City of Perris' Zoning Code Title 19 for density and Development Standards. The Specific Plan allows for a total residential capacity of 1,860 dwelling units allocated across three density categories as noted in Section 4.2 of the Specific Plan.
Policy 2.4 Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).	Consistent. The City's RHNA buffer is able to accommodate the housing capacity reduction in the Specific Plan area elsewhere in the City. The

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	Housing Element will be updated in alignment of state law.
Noise Element	
<p>Policy II.A Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.</p>	<p>Consistent. Noise and vibration impacts are analyzed in the Environmental Impact Report for the Project, which concluded development of the Specific Plan, including proposed roadway widening activities, would not result in significant noise related impacts. Additionally, development of the Specific Plan will comply with relevant noise regulations.</p>
<p>Policy IV.A Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.</p>	<p>Consistent. A portion of the Specific Plan Area from the southeast corner of the intersection of Indian Avenue and Orange Avenue up to the northeast corner of the site is within the 60 dBA CNEL noise contour, which is considered a moderate noise impact per MARB/IPA ALUCP standards. The proposed Commercial and MBU land uses within the 60 dBA CNEL noise contour are consistent with the uses permitted by the MARB/IPA ALUCP.</p>
<p>Policy V.A New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.</p>	<p>Consistent. As described in the Environmental Impact Report prepared for the Project, development of the Specific Plan would not generate noise levels in excess of 60 dBA CNEL at noise sensitive land uses.</p>
Safety Element	
<p>Policy S-2.1 Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.</p>	<p>Consistent. Development within the Specific Plan area includes the design and construction of internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code. The Riverside County Fire Department reviews development plans as part of the construction permitting process to ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).</p>
<p>Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</p>	<p>Consistent. Development of the Phase 1 area includes construction of a 12.91-acre water quality management basin, which includes a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and a lift station. Phase 1 development includes the construction of a new 12-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way, where it will transition to a 102-inch diameter</p>

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	<p>storm drain line and will continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project will construct an 72-inch diameter storm drain line heading west on Orange Avenue, which will transition to a 54-inch diameter storm drain line west of Indian Avenue, and transition to a 42-inch diameter storm drain line prior to the intersection with Frontage Road. South of Harvest Landing Way, the Project includes construction of a new 48-inch diameter storm drain line. The Project includes installation of a 36-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project includes improvements to approximately 1,400 linear feet of off-site flood control channel Perris Valley Master Drainage Plan Line K.</p> <p>All Business Park site buildings and the Commercial Big Box Retail building will be served by 8-inch sewer lines which would connect to a new proposed 15-inch sewer main in Perris Boulevard. The new 15-inch sewer main in Perris Boulevard would extend the existing 15-inch sewer main in Perris Road. The new extension would travel south on Perris Boulevard and east on Nuevo Road to Murrieta Road for approximately 8,344 linear feet.</p> <p>Phase 1 development would require the construction of a new 8-inch diameter waterline along Barrett Avenue and an 8-inch waterline in Orange Avenue. In addition, the Project would include construction of an 8-inch waterline in Frontage Road which would connect to a new 8-inch waterline in Walmart Supercenter Drive.</p>
<p>Policy S-2.3 Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.</p>	<p>Consistent. Primary access driveways are reviewed by the City through the Plan Check process.</p>
<p>Policy S-2.4 Provide adequate emergency facilities to serve existing and future residents, ensuring that all new essential facilities are located outside of hazard prone areas</p>	<p>Consistent. The Project is required to adhere to City Ordinance No. 1182, which sets forth policies, regulations, and fees related to the funding and construction of facilities (Community Facilities, Police, Fire, Parks and Recreation, Library, and Streets) necessary to address direct and cumulative environmental effects generated by new development.</p>
<p>Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two</p>	<p>Consistent. The Project includes multiple points of access for each of the respective site plans to be in compliance with the City of Perris's Municipal Code and Riverside County Fire Department.</p>

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points of access for sites, neighborhoods, and/or subdivisions.	
Policy S-3.3 Ensure businesses in Perris are prepared for emergency and disaster situations.	Consistent. The Project will be built in compliance with the California Building Code and include signage for emergency situations.
Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.	Consistent. Stormwater drainage facilities at site will be adequately sized to meet minimum retention volume requirements of the MS4 Permit.
Policy S-5.3 Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	Consistent. The Specific Plan is outside of the VHFHSZ.
Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	Consistent. The Project is consistent with the City's circulation requirements. Each proposed phase and overall development has been designed to provide adequate circulation capacity, including connections to at least two roadways to ensure safe and efficient evacuation. Accordingly, this standard has been met throughout the project.
Policy S-5.8 Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.	Consistent. The Environmental Impact Report for the Project concluded that it would require less water than what was estimated by the Eastern Municipal Water District's 2020 Urban Water Management Plan for the site. Thus, the Project will not require additional water supplies. Ingress and egress will be designed according to the City's Municipal Code. The Riverside County Fire Department will review development plans as part of the construction permitting process to ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).
Policy S-5.9 Ensure that the City maintains adequate facilities and fire service personnel in conformance with the Riverside County Fire Department's Fire Strategic Plan.	Consistent. Development under the Specific Plan will pay applicable Development Impact Fees pursuant to the approved Development Agreement for the Harvest Landing Specific Plan (Community Facilities, Police, Fire, Parks and Recreation, Library, and Streets) necessary to address direct and cumulative environmental effects generated by new development. Development impact fees collected ensure that the level of fire protection services is maintained and response times are improved and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities.
Policy S-5.10 Ensure that existing and new developments have adequate water supplies and	Consistent. The Environmental Impact Report for the Project concluded that it would require less

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conveyance capacity to meet daily demands and firefighting requirements.	water than what was estimated by the Eastern Municipal Water District's 2020 Urban Water Management Plan for the site. Thus, the Project will not require additional water supplies.
Policy S-6.1 Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	Consistent. The Project is consistent with the Basic Compatibility Criteria table as outlined in Municipal Code Section 19.51.060, and would not pose any hazards to MARB/IPA.
Policy S-6.2 Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	Consistent. The Project is consistent with the Basic Compatibility Criteria table as outlined in Municipal Code Section 19.51.060.
Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	Consistent. The Project is consistent with the Basic Compatibility Criteria table as outlined in Municipal Code Section 19.51.060.
Policy S-7.1 Require all development to provide adequate protection from damage associated with seismic incidents.	Consistent. Approval of Project development plans is contingent on compliance with the California Building Code, which would ensure that buildings provide adequate protection from damage associated with seismic incidents.
Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	Consistent. A Preliminary Geotechnical Evaluation was prepared for the Project as part of the Environmental Impact Report.
Policy S-7.3 Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.	Consistent. The Specific Plan area and the adjacent parcels are relatively flat, with a slight slope in the southwestern direction, and do not contain any hills or steep slopes.
Policy S-8.1 Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.	Consistent. Routine use and transport of hazardous materials would comply with applicable laws and regulations.
Policy S-8.2 Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.	Consistent. Routine use and transport of hazardous materials would comply with applicable laws and regulations.
Open Space Element	
Policy I.A Develop more active recreational parks.	Consistent. The Project includes the development of an employee walking path and fitness areas within the 12.91-acre water basin on the west side of the retail center. In addition, employee amenity areas such as basketball and pickleball courts for MBU buildings exceeding 100,000 square feet are included as a part of the Specific Plan.
Healthy Community Element	

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Policy HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	Consistent. The Project will provide lighting around the Specific Plan area consistent with Section 19.02.110 of the City's Municipal Code.
Policy HC 3.5 Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	Consistent. Full build out of the Specific Plan area would result in an estimated 6,427 new jobs within the City.
Policy HC 6.1 Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.	Consistent. Development in the Specific Plan area will be developed to achieve LEED Silver certification and comply with Title 24 building efficiency requirements. The Project will also provide EV charging stations.
Policy HC 6.2 Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	Consistent. The Project includes installation of a recycled water line for landscape irrigation, which will be designed consistent with Municipal Code Section 19.70.030, which outlines water conservation requirements for new developments.
<p>Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities.</p> <ul style="list-style-type: none"> • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For Projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	Consistent. The Project will comply with applicable SCAQMD rules to reduce construction-related air quality emissions.
Environmental Justice Element	
Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound barriers, traffic diversion.	Consistent. The Specific Plan Area includes industrial uses adjacent to I-215 and other industrial uses to the west, and includes commercial uses to the east of the MBU area to buffer between the industrial uses onsite and the residences to the east.
As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger	Consistent. The Project application was submitted prior to the Good Neighbor Guidelines policies.



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<p>than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."</p>	
<p>A community that actively works to reduce the impacts of poor air quality.</p> <ul style="list-style-type: none"> • Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process. • Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks. 	<p>Consistent. The Project is designed to achieve LEED Silver certification and comply with Title 24 building efficiency requirements in order to minimize greenhouse gas emissions.</p>
<p>Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.</p>	<p>Consistent. An employee walking path is included within the 12.91-acre water basin area on the west side of the community retail site.</p>

1.7.2 Airport Influence Areas

The Harvest Landing Specific Plan area overlaps with airport land use compatibility zones for the March Air Reserve Base/Inland Port Airport. The airports are within the Riverside County Airport Land Use Compatibility Plan (ALUCP) Policy Document, which includes individual plans for each airport.

March Air Reserve Base/Inland Port Airport

All of the Harvest Landing Specific Plan area, except for the southernmost tip, is located within Compatibility Zone C2 for the March Air Reserve Base/Inland Port Airport, as designated in Map MA-1, *Compatibility Map*, of the March Air Reserve Base/Inland Port ALUCP, most recently updated and adopted in 2014.

According to the March Air Reserve Base/Inland Port ALUCP, Zone C2 is a "flight corridor zone" and limits residential uses to no more than 6.0 dwelling units per acre, and other uses to an average of 200 people per acre. The C2 Zone has no requirement for amount of open land. Development conditions include discouragement of children's schools, airspace review required for objects over 70 feet tall, notification to the March Air Reserve Base of any land use having an electromagnetic radiation component to assess whether a potential conflict with radio



communications could result, and deed notice and disclosure of real estate transactions within airport compatibility zones. Prohibited uses include highly noise-sensitive outdoor nonresidential uses (e.g., major spectator-oriented sports stadiums, amphitheaters, concert halls, and drive-in theaters), and hazards to flight including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause attraction of birds to increase is also prohibited. These types of land uses are not proposed within the Harvest Landing Specific Plan.

Additionally, the southern tip of the Harvest Landing Specific Plan area (approximately 7.6 acres) is within Zone D ("flight corridor buffer"), which does not have restrictions on land use intensities, and development considerations in this area require disclosure during real estate transactions only. The original project approval overrode the Airport Land Use Commission (ALUC) determination, permitting higher-density residential development beyond what is allowed in the C2 zone. This amendment does not propose a change to the previously approved residential densities identified in the original Harvest Landing Specific Plan.

1.8 Specific Plan EIR

The California Environmental Quality Act (CEQA) was adopted to maintain the quality of California's environment. Its purpose is to inform decision makers, staff, and the public about the potential environmental impacts of development. Compliance with CEQA requires that a project be evaluated for potential impacts before being approved. Further, the State adopted a policy "that the public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects."

Adoption of a Specific Plan is a project subject to CEQA. As such, an Environmental Impact Report (EIR) has been prepared to analyze and disclose the significant environmental impacts of the Harvest Landing Specific Plan Amendment, as well as plan alternatives and the means by which possible environmental effects may be reduced or avoided. The EIR is incorporated into this Specific Plan by reference and is attached separately.