

Chapter 2 Project Description

The purpose of this chapter is to describe the proposed Cubes at Placentia Industrial Project (Proposed Project or Project) for the public, reviewing agencies, and decision-makers. According to Section 15124 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), a complete project description must contain the following information: (1) the precise location and boundaries of the Proposed Project, as shown on a detailed Project Site map and a regional map; (2) a statement of the objectives sought by the Proposed Project; (3) a description of the Proposed Project's technical, economic, and environmental characteristics; and (4) a statement of the intended uses of the Environmental Impact Report (EIR), including discretionary actions. This chapter also includes a list of agencies expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the Proposed Project.

The Proposed Project has been designed to implement the City's established land use vision, as set forth in the Perris Valley Commerce Center Specific Plan (PVCCSP) (City of Perris 2022) and incorporates on- and off-site Design Standards and Guidelines, as described in this section.

2.1 Project Background

The Project Site and surrounding properties to the west, north and east are located within the Perris Valley Commerce Center (PVCC) area of the City of Perris. On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting Specific Plan Zoning for properties within the PVCCSP area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amended 15 times, with Amendment No. 15 approved in September 2025. In conjunction with its approval of the PVCCSP, the City complied with CEQA by preparing and certifying the PVCCSP Final EIR (State Clearinghouse No. 2009081086) (Webb 2011), which is incorporated by reference in this Draft EIR and is available for public review at the City of Perris Planning Division temporary counter, 101 North D Street, Perris, California 92570 and online at: <https://www.cityofperris.org/departments/development-services/specific-plans>.

2.2 Project Location

The Project Site is within the City of Perris, in Riverside County, California, located at the northeast corner of the intersection of Placentia Avenue and Wilson Avenue (refer to Figure 2-1, Regional Location, and Figure 2-2, Project Location and Vicinity). The Project Site and surrounding properties to the west, north and east are within the PVCC area and are zoned Light Industrial. Properties to the south are zoned Residential R-20,000 and are developed with single family homes. The Project Site is generally bounded by Placentia Avenue to the south, Wilson Avenue to the west, existing

industrial development to the north, and a vacant lot (APN 300-900-001) and the existing Perris Valley Storm Drain Channel to the east. The Project Site encompasses Assessor's Parcel Numbers (APNs) 300-170-003, -004, -005, -006, -010, -011, -012, -013, -014, -015, -016, and -017. The gross site area for the 12 parcels total 27.91 acres, including 0.65 acre of future storm drain easement dedication area. The net Project Site would be 27.26 acres.

As shown on Figure 2-3, Aerial Photograph, surrounding properties are developed as follows:

- North: Newly constructed industrial building (3125 Wilson Avenue), Perris Valley Storm Drain Channel, and Highgrade Concrete Contractor (immediately north of the newly constructed industrial building at 3175 Wilson Avenue).
- East: Electrical lines, Murrieta Road (dirt road), and Perris Valley Storm Drain, followed by vacant land and residential properties.
- South: Placentia Avenue, followed by residential properties, Murrieta Road, and vacant land.
- West: Wilson Avenue and vacant land.

2.3 Project Objectives

The fundamental purpose and goal of The Cubes at Placentia Project is to develop a high-quality industrial warehouse facility in the City of Perris, consistent with the existing General Plan and zoning designations for the Project Site and the PVCCSP. In accordance with Section 15124(b) of the CEQA Guidelines, the following objectives have been established by the applicant for the Proposed Project and will aid decision-makers in their review of the Proposed Project and associated environmental impacts:

1. Allow for the development of a professional, well-maintained and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses at the Project Site consistent with the PVCCSP policies and objectives.
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.
4. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.
5. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
6. Revitalize the Project Site by transitioning from vacant, undeveloped land to a modern-day commerce center.

2.4 Project Components

It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion, that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in Section 2.0 of the PVCCSP. Development standards, design guidelines, and landscape standards that define the City's expectations for development of the area are included in Sections 4.0, On-Site Design Standards and Guidelines, and 5.0, Off-Site Design Standards and Guidelines, of the PVCCSP.

The PVCCSP designates the Project Site for Light Industrial uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of one light industrial building that would allow for either high-cube, non-refrigerated warehouse/distribution uses, or manufacturing. High-cube warehouses are primarily used for the storage and consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. As described in this section, the proposed building has been designed to comply with the standards and guidelines set forth in the PVCCSP including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure.

The Proposed Project has also been designed to comply with applicable requirements of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The Proposed Project includes the following entitlement applications for consideration by the City of Perris:

- **Certification of the Final EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA.
- **Specific Plan Amendment (SPA) (Case No. PLN22-05298)** to the Perris Valley Commerce Center Specific Plan to vacate and remove a non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel.
- **Tentative Parcel Map (TPM) (Case No. PLN23-05103)** to combine the existing twelve-parcel Project Site into once parcel.
- **Development Plan Review (DPR) (Case No. DPR 21-00015)** for review of the warehouse site plans and building elevations.

2.5 Project Description

“Project,” as defined by the CEQA Guidelines, means (14 Cal. Code of Reg. Section 15378[a]):

. . . the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the

environment, and that is any of the following: (1) . . . enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.

2.5.1 Project Description

The Proposed Project Owner/Developer proposes to construct a concrete tilt-up warehouse building. It would encompass 573,265 square feet and include a 5,000 square foot mezzanine, for a total building area of 578,265 square feet, refer to Figure 2-4, Site Plan.

2.5.1.1 Access, Circulation, and Parking

The Project Site would be accessible via two truck accessible driveways and one automobile access only driveway along Wilson Avenue. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site along Placentia Avenue. The two truck accessible driveways at the northwest and southwest corners of the Project Site would be left-in and right-out only driveways and the auto-only center driveway would be a full-access driveway. The north and south trailer parking lots would be connected by an internal fire lane along the eastern boundary and manually operated gates would be installed. A total of 201 vehicular parking stalls would be provided along Wilson Avenue, including 10 accessible parking stalls and 191 standard stalls. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 40 electric vehicle (EV) capable parking spaces would be provided while at least 10¹ of these spaces would provide EV chargers at the time that the warehouse begins operations. A total of 138 trailer parking stalls, 72 stalls along the north boundary and 66 stalls along the south boundary would be provided. The Proposed Project would also include 7 bicycle parking stalls.

The Proposed Project also includes access improvements to the following roadways: Wilson Avenue (NS) at Project North Driveway (EW), Wilson Avenue (NS) at Project Central Driveway (EW), and Wilson Avenue (NS) at Project South Driveway (EW). The specific improvements that are proposed are as follows:

- Wilson Avenue (NS) at Project North Driveway (EW):
 - Construct one inbound lane and one outbound lane with westbound stop-control for truck access only
 - Northbound: one through lane
 - Southbound: one through lane and one two-way left turn lane
 - Westbound: one right turn lane
- Wilson Avenue (NS) at Project Central Driveway (EW):

¹ This number is based on the requirements of the 2022 CALGreen Code. The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would need to provide at least 20 spaces with EV chargers at the time of opening when building permits are approved after 2025.

- Construct one inbound lane and one outbound lane with westbound stop-control for passenger car access only
- Northbound: one shared through/right turn lane
- Southbound: one through lane and one two-way left turn lane
- Westbound: one shared left/right turn lane
- Wilson Avenue (NS) at Project South Driveway (EW):
 - Construct one inbound lane and one outbound lane with westbound stop-control for truck access only
 - Northbound: one through lane
 - Southbound: one through lane and one two-way left turn lane
 - Westbound: one right turn lane

2.5.1.2 Truck Routes

The PVCC area is primarily intended to accommodate commercial and industrial uses and requires a greater need for established truck routes to serve existing and future businesses. The City has adopted specific truck routes throughout the PVCC area to separate passenger and truck traffic and move truck traffic efficiently through the vicinity of the Project Site while avoiding residential communities as much as possible. Trucks traveling to/from the Project Site would be required to access General Plan and PVCCSP-designated truck routes. Trucks accessing the Project Site from the I-215 at Harley Knox Boulevard would travel east on Harley Knox Boulevard, south on Redlands Avenue, east on Rider Street, and south on Wilson Avenue. Trucks accessing the Project Site to/from Placentia Avenue at the I-215 would travel east on Placentia Avenue, north on Indian Avenue, east on Morgan Street, south on Redlands Avenue, east on Rider Street, and south on Wilson Avenue. The southerly edge of both truck driveways on Wilson Avenue would be recessed to prevent trucks from traveling south and accessing the Project Site to/from Placentia Avenue to avoid truck traffic in the neighboring residential areas. Directional signage would be provided on site to direct drivers accordingly. Additionally, the truck driveway along Placentia Avenue would have an exaggerated curb return radius to prevent right in and left out truck movements. Refer to Figure 2-5, Truck Routes Map.

2.5.1.3 Landscaping, Walls/Fences, and Lighting

The Project Site would be surrounded by an eight-foot-high tube steel fencing with 24-inch square block pilasters at 50 feet on center separation along the north and east property line and a 14-foot-high concrete tilt-up screen wall along the south property line. A 14-foot-high concrete painted screen wall would be provided along the Project Site to the existing drainage channel at the northwest corner. Landscaping would be provided along the entire site perimeter of the Project Site totaling 154,728 square feet, except for the boundary along the storm channel dedication area at the northeast corner. The Proposed Project would provide 170,049 square feet of landscaped area, covering 14.32

percent of the Project Site. On-site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. Refer to Figure 2-6, Landscape Plan.

2.5.1.4 Utilities

Chapter 19.02.100, Utilities of the Perris Municipal Code requires that utility connections be coordinated with the development of the site. As such, the Proposed Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouses. Infrastructure improvements would include the installation of sewer, water, and fire hydrant lines. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

Dry Utilities

Electrical energy to the City is accessed by transmission and distribution lines from substations owned by Southern California Edison. Natural gas is provided to the City by SoCalGas. Although the Proposed Project would require natural gas for building heating, the Proposed Project would comply with the most up to date Title 24 building energy efficiency standards. The City is served by various telecommunication companies. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project Site or new utility lines that would be installed within the public right-of-way adjacent to the Project Site.

Domestic Water, Recycled Water and Sewer

Domestic water supply and sewer service to the Project Site is split between the Perris Utility Agency and the Eastern Municipal Water District (EMWD). The EMWD would provide water and sewer services to Project Site subject to the Project's proposed annexation into the EMWD service area for both sewer and water services.

Storm Water

The Proposed Project would be required to construct a frontage flood control storm drain facility along Placentia Avenue (referred to as the MDP "Line H"), from the existing Perris Valley Storm Drain (PVSD) Channel (downstream limit) to the intersection of Wilson Avenue and Placentia Avenue (upstream limit). Based on the report titled, "Master Drainage Plan for Perris Valley Commerce Center Specific Plan" (May 2010), a 12-foot (w) x 10-foot (h) box culvert was previously proposed on the downstream segment of MDP Line H. However, due to the existing vertical constraint and relatively flat grades, the allowable facility depth would be approximately 7 feet while having a positive drainage to the existing PVSD Channel. To provide an equivalent hydraulic capacity or more, the proposed facility would need to be widened while maintaining the depth to be 7 feet or less. Based on a hydraulic calculation, dual 9-foot (w) x 7-foot (h) box culverts would be a comparable facility size, providing a slightly more hydraulic capacity. This frontage flood control

storm drain facility is currently being coordinated for final design criteria. The preliminary design is to provide a 6-foot by 8-foot diameter reinforced concrete pipe. At a minimum, the frontage storm drain facility is expected to be designed to convey the ultimate buildout runoff from the Proposed Project and tributary flow contributing to the westerly Wilson Avenue.

The Proposed Project Owner/Developer has obtained a 40-foot easement for Line H and a 50-foot temporary construction easement from the property owner to the southeast of the Project Site (APN 300-110-001).

The Proposed Project would require approval of a Letter of Map Revision (LOMR) based on existing data to revise the current National Flood Insurance Program map.

2.6 Specific Plan Amendment

The Proposed Project includes the vacation of a non-developed planned street connecting Wilson Avenue to Murrieta Road and the vacation of the portion of Murrieta Road between Placentia Avenue and the PVSD Channel. A Specific Plan Amendment is required to remove these streets from the PVCCSP. The proposed PVCCSP Amendment would modify Figure 3.0-1, Circulation Plan Map; Figure 3.0-4, Mass Transit Routes; Figure 3.0-5, Trails System Map; Figure, 3.0-7 Existing EMWD Water Map; Figure 3.0-8, Existing EMWD Sewer Map; Figure 3.0-9, Existing EMWD Recycled Water Map; Figure 3.0-12, Existing Natural Gas Map; Figure 3.0-13, Existing Electrical Map; Figure 3.0-14, Existing Telephone Map; Figure 3.0-15, Electrical Cable TV Map; and Figure 5.0-7, Perris Valley Storm Channel Trail, to remove the paper street connecting Wilson Avenue to Murrieta Road and 80-foot of right-of-way on Murrieta Road north of Placentia Avenue from the PVCCSP.

2.7 Project Construction and Site Preparation

Development of the Proposed Project would involve grading and earthwork within the Project Site boundaries to accommodate the proposed structures, infrastructure, appurtenances, and associated parking areas. Construction of off-site infrastructure such as storm drain facilities are also anticipated.

Prior to grading operations, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in accordance with the requirements of the statewide general National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for stormwater discharge from construction sites. The SWPPP will include Project-specific best management practices (BMPs) to reduce erosion and sedimentation and is subject to review and comment by the City Public Works Department. BMPs may include, but not be limited to, soil stabilization controls, perimeter silt fences, placement of hay bales, and use of sediment basins. All erosion and sediment controls will be in accordance with the currently adopted state general permit. The developer and construction contractor would be responsible for implementing the BMPs in accordance with the SWPPP.

Development phasing of the Project Site would be determined by the Project Owner/Developer based upon real estate market conditions. Phasing would occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, will be installed by the developer.

The Proposed Project is anticipated to be constructed and fully operational by the year 2026. The Proposed Project is anticipated to be built in one phase with Project construction anticipated to start no sooner than spring 2025 with a duration of 12 months. The construction schedule used in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission factors. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

As further discussed in Section 4.11, Noise, of this EIR, the Perris Municipal Code, Section 7.34.060, allows construction activities during daytime hours between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except legal holidays. Construction equipment is expected to operate on the Project Site 8 hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m., and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside the hours permitted by the Municipal Code, the Proposed Project Owner/Developer would be required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 2:00 a.m. and 8:00 p.m.

2.8 Project Operational Characteristics

In accordance with CEQA, this EIR makes reasonable assumptions for operating characteristics based on the expected use of the proposed building. The Proposed Project’s Site Plan consists of construction of a 573,265-square-foot concrete tilt-up warehouse building with a 5,000 square foot mezzanine, for a total building area of 578,265 square feet.

The Proposed Project would provide a total of 201 automobile parking stalls and 138 trailer stalls. The warehouse would provide a total of 104 truck dock positions, 54 docks on the north side and 50 docks on the south side. The building would have a maximum height of 50 feet. The lot coverage would be 48.29 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.4871, where 0.75 is allowed under the PVCCSP. Refer to Figure 2-4 and Figure 2-7, Elevations.

The proposed warehouse is consistent with the current Light Industrial PVCCSP zoning designation for the Project Site. Currently, there is no identified tenant for the proposed building.

Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their client base. Since the tenant is unknown, hours of operation and employee count could vary, but is assumed for planning purposes to operate 24/7. Office workers would likely have typical shifts of Monday through Friday, 8:00 a.m. to 5:00 p.m., while warehouse staff would work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

Compliance with state law is mandatory and inspections of on-road diesel trucks subject to applicable state laws are conducted by the California Air Resources Board. During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project Site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the Proposed Project is forecast to generate 1,047 daily vehicle trips, including 85 vehicle trips during the AM peak hour and 95 vehicle trips during the PM peak hour.

2.9 Required Permits and Actions

As the lead agency for this Draft EIR, the City of Perris has primary approval responsibility for the Proposed Project, pursuant to CEQA Guidelines Section 15050. The City of Perris City Council is the decision-making authority for the Proposed Project Owner/Developer's requested discretionary applications. The City of Perris Planning Commission will make a recommendation to the City Council regarding if the Final EIR should be certified and to approve, approve with changes, or deny the Proposed Project. In the event of approval of the Proposed Project and certification of the Final EIR, the City would subsequently conduct administrative reviews and grant ministerial permits and approvals to implement the Proposed Project requirements and conditions of approval.

This EIR is a project EIR that examines the environmental impacts of the Proposed Project. This EIR also addresses various actions by the City and others to adopt and implement the Proposed Project. It is the intent of this Draft EIR to evaluate the environmental impacts of the Proposed Project, thereby enabling the City of Perris, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this Project are listed in Table 2-1, Anticipated Discretionary Actions/Approvals.

Table 2-1. Anticipated Discretionary Actions/Approvals

Public Agency	Action
Discretionary Approvals	
City of Perris	Certify Environmental Impact Report and adopt Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
	Specific Plan Amendment (SPA No. PLN22-05298) to the Perris Valley Commerce Center Specific Plan to vacate and remove the undeveloped planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel

Table 2-1. Anticipated Discretionary Actions/Approvals

Public Agency	Action
	Tentative Parcel Map (TPM No. PLN23-05103) to combine the existing twelve-parcel Project Site into one parcel
	Development Plan Review (DPR) (No. DPR 21-00015) for review of the proposed site plan and building elevations (Building 578,265 square feet)
Non-discretionary Approvals	
City of Perris	Review and approval of all infrastructure plans, including street and utility improvements pursuant to the conditions of approval
	Review all on-site and off-site plans, including grading and on-site and off-site utilities
	Approval of a preliminary Water Quality Management Plan (WQMP) to mitigate post-construction runoff flows
Approvals and Permits by Other Agencies	
Santa Ana Regional Water Quality Control Board (RWQCB)	Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened; Section 401 Certification or, alternatively, waste discharge requirements to discharge dredged or fill materials to waters of the state; and construction dewatering permit to remove water from excavation, trenches, foundations, or surface water impoundments
Riverside County Airport Land Use Commission	Advisory review for a determination of consistency with the 2014 March ARB/IPA Airport Land Use Compatibility Plan (ALUCP)
Eastern Municipal Water District (EMWD)	Approval of Water Supply Assessment and water and sewer improvement plans
Riverside County Flood Control and Water Conservation District	An encroachment permit for the proposed storm drain outfall into the Perris Valley Storm Drain Channel
South Coast Air Quality Management District (AQMD)	Permits to construct and/or permits to install and operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units and diesel fire water pumps, and compliance with South Coast AQMD Indirect Source Rule (Rule 2305) for warehouse owners and operators
California Department of Fish and Wildlife (CDFW)	Approval of Streambed Alteration Agreement per California Fish and Game Code Sections 1601, et seq. and Section 2081 Incidental Take Permits authorizing impacts to listed plant and wildlife species
Federal Emergency Management Agency (FEMA)	Approval of a Letter of Map Revision (LOMR) based on existing data to revise the current National Flood Insurance Program map
United States Army Corps of Engineers	Approval of Section 404 Permit under the federal Clean Water Act

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Source: ESRI 2021.



Harris & Associates



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Figure 2-1

Regional Location

The Cubes at Placentia

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Source: County of Riverside Imagery 2020.



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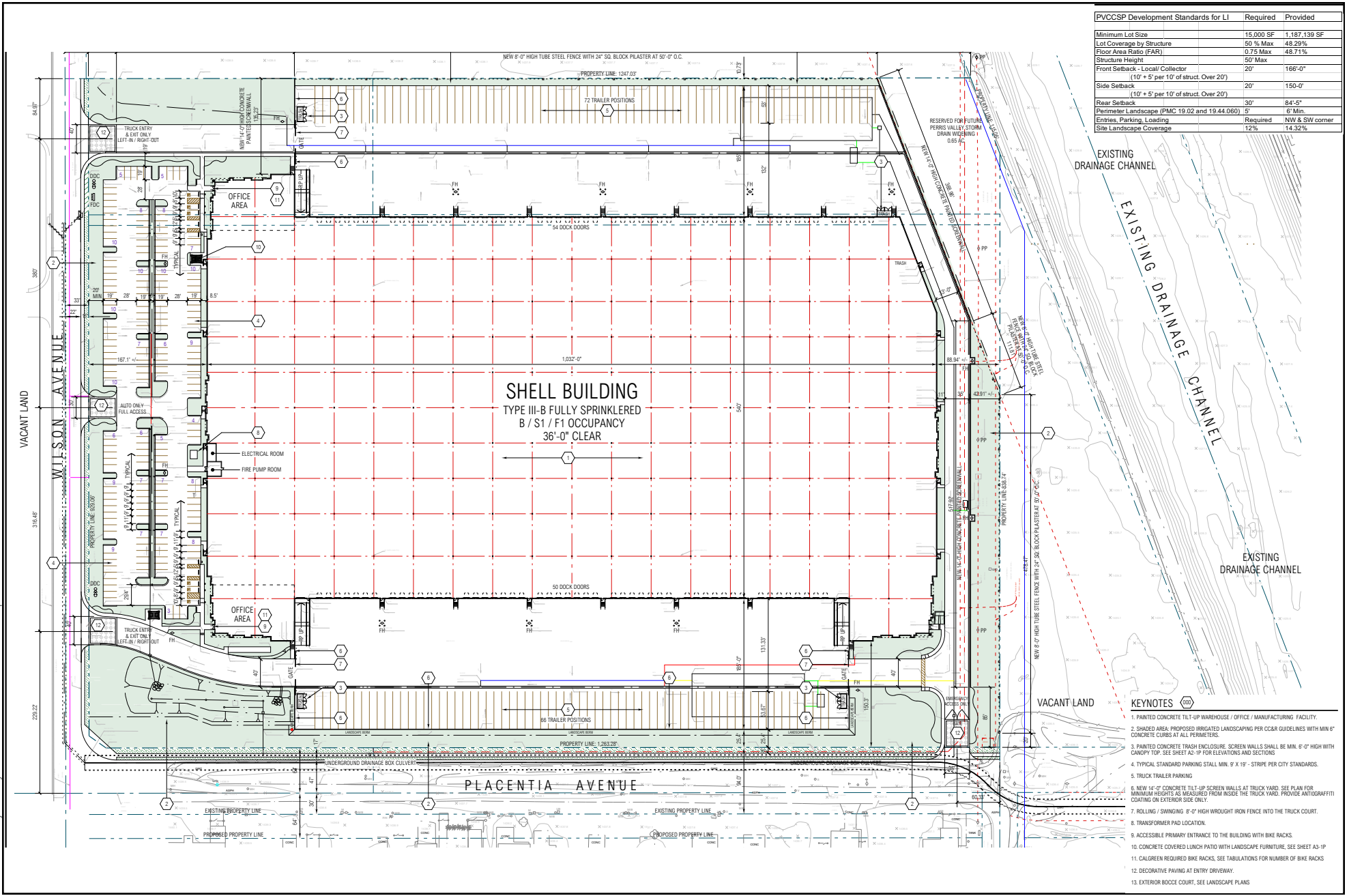
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Feet

Figure 2-3

Aerial Photograph

The Cubes at Placentia

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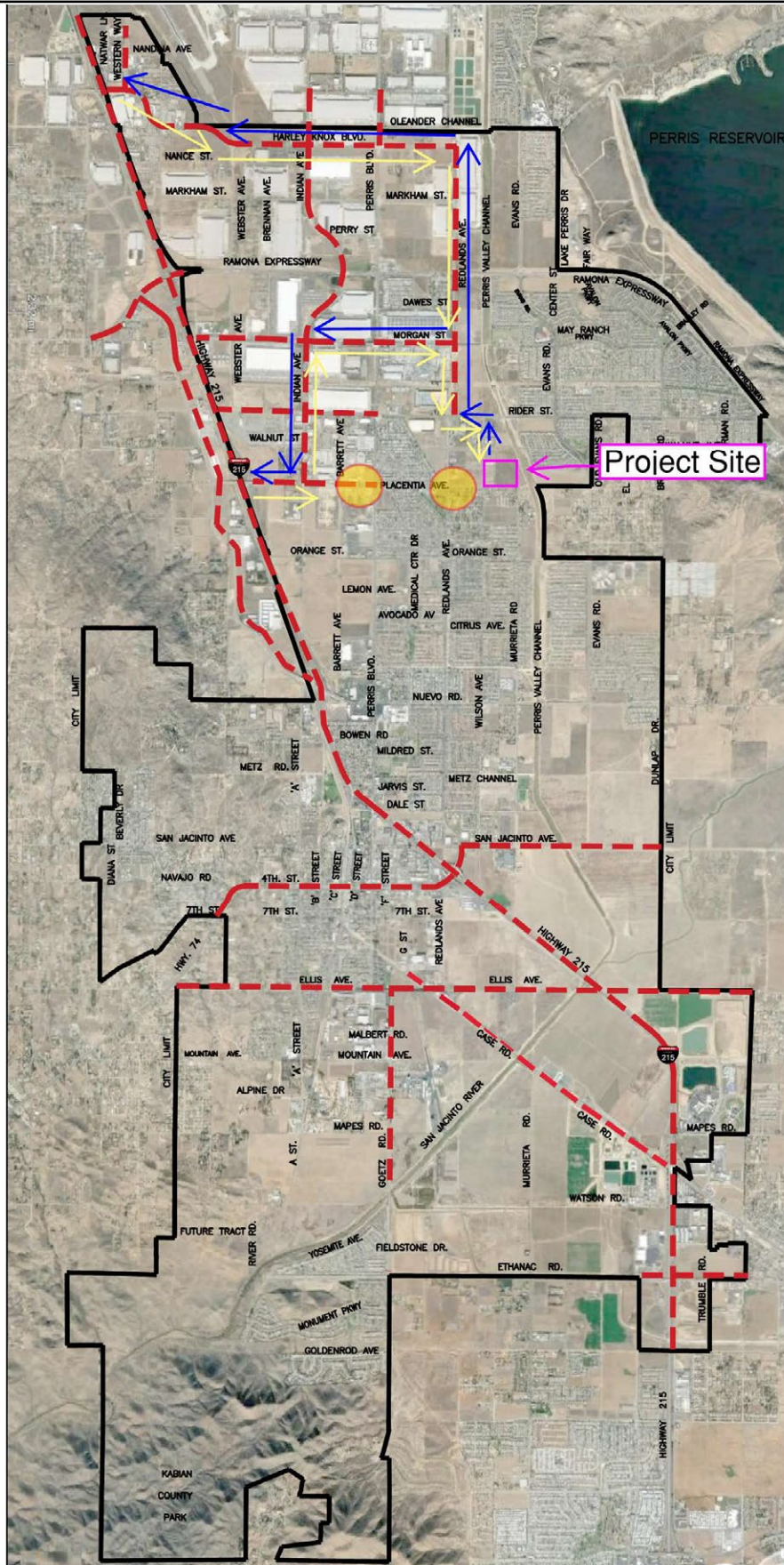
PVCCSP Development Standards for LI	Required	Provided
Minimum Lot Size	15,000 SF	1,187,139 SF
Lot Coverage by Structure	50 % Max	48.29%
Floor Area Ratio (FAR)	0.75 Max	48.71%
Structure Height	50' Max	
Front Setback - Local/Collector (10' + 5' per 10' of struct. Over 20')	20'	166'-0"
Side Setback (10' + 5' per 10' of struct. Over 20')	20'	150'-0"
Rear Setback (10' + 5' per 10' of struct. Over 20')	30'	84'-5"
Perimeter Landscape (PMC 19.02 and 19.44.060)	5'	6' Min.
Entries, Parking, Loading	Required	NW & SW corner
Site Landscape Coverage	12%	14.32%

Source: RGA Architectural Design 2023.

Figure 2-4
Site Plan

The Cubes at Placentia

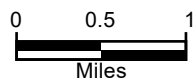
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- LEGEND**
- Truck Routes
 - Perris City Limits
 - ← Outbound
 - Inbound
 - Restrict Truck Access



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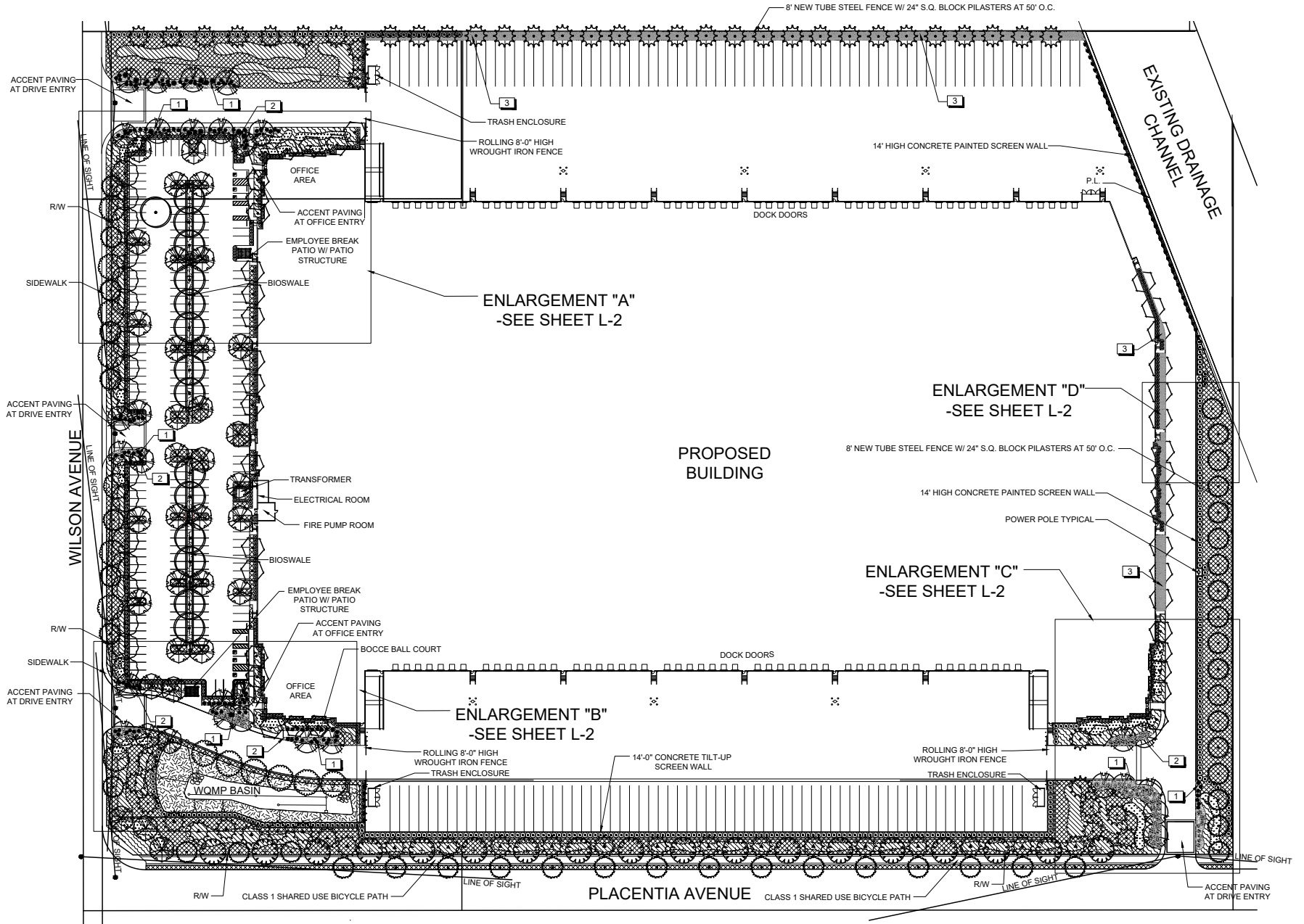


Source: City of Perris 2022.

Figure 2-5
Truck Routes Map

The Cubes at Placentia

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Source: Environs, Inc. Landscape Architecture 2023.

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Source: RGA Architectural Design 2023.

Figure 2-7
Elevations

The Cubes at Placentia



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