

4.12 Recreation

This section evaluates the potential impacts on recreational facilities resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project). Information presented in this section is primarily based on the following documents:

- Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (2024), included in Appendix F of this Environmental Impact Report (EIR)

Notice of Preparation comment letters received for the Proposed Project and relevant to recreation included a general concern with impacts to recreational facilities.

4.12.1 Environmental Setting

4.12.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address aesthetics.

Federal

No federal regulations apply to recreation.

State

Mitigation Fee Act

The 1987 Mitigation Fee Act (California Government Code, Section 66000) authorizes the imposition of development impact fees to provide new park and recreation facilities to mitigate for new residential development projects. The City has applied the Mitigation Fee Act to establish a development impact fee under Section 19.68 of the Municipal Code.

Quimby Act

The 1975 Quimby Act (California Government Code, Section 66477) sets forth parkland standards for jurisdictions within the State of California. The Quimby Act provides for a maximum of 3 acres of park dedication/fee per 1,000 persons unless the amount of existing (at the time of adoption) neighborhood and community parkland exceeds that limit. If a jurisdiction exceeds the 3 acres per 1,000 persons, then the jurisdiction is eligible to adopt the higher 5 acres per 1,000 persons standard.

Local

Perris Municipal Code

The Perris Municipal Code contains the following provisions relevant to recreation:

Section 18.32.050. - Park and recreation in lieu of fees.

In lieu of the reservation of land for park or recreation purposes as specified in Section 18.32.040, the City may require the payment of fees in accordance with chapter 4, article 3 of the Subdivision Map Act (commencing with section 66477).

Sec. 19.68.020. - Development impact fees.

(a) Purpose and intent.

- 1) It is the purpose and intent of this section to implement a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city.
- 2) The public facilities to be funded by the development impact fees (the "Public Facilities") are in the following categories: (1) police; (2) fire; (3) community amenities; (4) government services; (5) parks; (6) transportation; and (7) administration. The public facilities are described in detail in the facilities study adopted by the city council from time to time and incorporated herein by reference.
- 3) The development impact fees imposed under this section are in addition to any other fees, dedications, construction requirements, or other exactions imposed as a condition of approval for a development project, or under the provisions of any state or federal law, or other provisions of this code, or city resolutions and policies.

(b) Imposition and accounting of development impact fees.

- 1) No developer, property owner, or other person or entity shall be eligible to receive building permits, nor any occupancy permits, for any development project unless the provisions of this section have first been complied with for that project. The requirements of this section are hereby imposed as a condition of development approval for each development project in addition to being a requirement of this code.
- 2) The development impact fee amounts shall be established and adjusted by resolution of the city council from time to time in accordance with the procedures set forth in state law.
- 3) Development impact fees paid pursuant to this section shall be segregated and deposited into a separate fund and used only for the purpose of acquiring, designing, constructing, and improving the applicable public facilities to the extent permitted by law.
- 4) The city may impose such additional conditions of approval as are necessary or appropriate to implement the purposes of this section.

4.12.1.2 Existing Conditions

Project Site

The Project Site consists of open, undeveloped land with low-lying vegetation. The Project Site was previously used as agricultural land, specifically row crops and orchards, from at least the late 1930s to approximately the late 1960s. The Project Site is relatively level, with no areas of topographic relief.

Existing Parks and Recreational Facilities

There are a total of 25 park facilities within the City. The closest park facility to the Project Site is Enchanted Hills Park located at 1400 Weston Road, Perris, CA 92570. This park is located approximately 2.3 miles northwest of the Project Site.

4.12.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on recreation if it would:

- **Threshold REC-1:** Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- **Threshold REC-2:** Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

4.12.4 Environmental Impacts

4.12.4.1 Threshold REC-1: Physical Deterioration of Recreational Facilities

Impact Analysis

The City's Community Services Department is responsible for recreational facilities in the City. The Proposed Project is a warehouse site, which would not induce population growth or otherwise increase the use of or create the need for new parks and recreational facilities. The Proposed Project would also provide on-site recreational amenities for Project employees.

Additionally, a Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (Appendix F) was prepared to assess the potential impact of the Proposed Project on the Perris Valley Airport runway and nearby skydiving landing zones with respect to ongoing aviation and

recreation uses. It should be noted that the Perris Valley Airport is considered a private recreational use.

As previously indicated, the Proposed Project is planned to be located adjacent to the north end of Runway 15/33 and the high-performance parachute landing zone at Perris Valley Airport. The south end of Runway 15/33 and the student parachute landing zone is separated from the Proposed Project by the existing Perris Valley Airport aircraft hangars, facilities, and other adjacent buildings. To evaluate the potential effects of the Proposed Project on the conditions over the flight path and landing zones, testing was conducted to measure the wind behavior over the runway and each landing zone both with and without the Proposed Project in place.

The wind tunnel velocity data included in the Wind Tunnel Velocity Report (Appendix F.2) was compared with published vertical gust and airspeed fluctuation intensity classifications for a representative 25 knot wind speed at 10 meters above ground level at the Project Site.

The Appendix F analysis found that results for the high-performance landing zone (HPLZ) and the student landing zone (SLZ) displayed similar trends as those for the Perris Valley Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Proposed Project in place. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Proposed Project in place is less than existing conditions observed at the southern end of the runway. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations. In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Proposed Project would be no more severe than under the existing worst-case conditions at Perris Valley Airport.

Additionally, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley ALUCP and the 2014 MARCH ARB/IPA ALUCP.

Ultimately implementation of the Proposed Project would not impact the private recreational use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence when compared to existing conditions. Consequently, a less than significant impact would occur.

Significance of Impact

Less Than Significant Impact.

4.12.4.2 Threshold REC-2: Inclusion of Recreational Facilities

Impact Analysis

The Proposed Project would not induce the construction or expansion of public recreational facilities. The Proposed Project would include private employee amenities on site which include covered patios, bocce courts, a lunch area in the northwest quadrant, and indoor amenities including ping pong tables. The Proposed Project would include the development of warehouse buildings and a truck and trailer storage facility and does not propose residential uses that would result in a substantial number of new residents in the surrounding area indirectly by creating jobs. It is anticipated that most of the workers, both during construction and for operation of the warehouse facility, would live in the region and would commute to the Project Site from within the City or the surrounding areas. Additionally, there would be a concrete covered lunch patio with landscape furniture and an exterior outdoor rest area within the Project Site for employees. Thus, there would be no impact.

Significance of Impact

No Impact.

4.12.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to recreation that could result from implementation of the Proposed Project. A significant cumulative environmental impact would result if cumulative growth including the Proposed Project would result in or accelerate substantial physical deterioration of a recreational facility or exceed the ability of the local agencies to provide recreational opportunities, resulting in the need for construction of new facilities thereby causing an adverse physical impact on the environment.

4.12.5.1 Cumulative Threshold REC-1: Physical Deterioration of Recreational Facilities

As identified in the analysis presented under Threshold 1, the Proposed Project would not result in the physical deterioration of recreational facilities, including the private recreational use, Perris Valley Airport. All other new residential or qualifying development projects would be required to provide new park and recreation facilities or pay fees to mitigate for impacts. Fees are collected at the time new building permits for new development are issued. Fees are determined by the fee schedule in effect at the time of permit issuance. The development of and planning for all new parks provided as part of the Proposed Project, by other projects, or funded by payment of fees would be reviewed by the City. City review would ensure the new recreational facilities are planned and built-in accordance with all applicable City policies and guidance. The final location and size of additional recreational facilities would be determined as part of future development activity and as determined by the City. These measures would ensure the provision of adequate

parklands are provided in conjunction with past, present, and reasonably foreseeable projects. Impacts associated with construction of new parks, or specific parkland expansion or improvement projects would undergo site-specific environmental review, if applicable.

4.12.5.2 Cumulative Threshold REC-2: Inclusion of Recreational Facilities

As identified in the analysis presented under Threshold 2, the Proposed Project would not induce the construction or expansion of public recreational facilities. It would include private employee amenities on site as detailed previously. The Proposed Project would not contribute to cumulative impacts. Therefore, the Proposed Project, combined with past, present, and reasonably foreseeable future projects, would not result in a substantial impact to park and recreational facilities. The Proposed Project also is not anticipated to result in significant environmental impacts from off-site recreational resources because each would undergo site-specific review under the California Environmental Quality Act. As a result, the cumulative impact associated with parks and recreational facilities would be less than significant.

4.12.6 Level of Significance Before Mitigation

4.12.6.1 Threshold REC-1: Physical Deterioration of Recreational Facilities

The Proposed Project would not result in the physical deterioration of recreational facilities. A less than significant impact would occur.

4.12.6.2 Threshold REC-2: Expansion of Recreational Facilities

The Proposed Project would not necessitate the expansion of recreational facilities. No impact would occur.

4.12.7 Mitigation Measures

No Project-specific mitigation measures are required for the Proposed Project.

4.12.8 Level of Significance After Mitigation

Not applicable.