

4.10 Land Use and Planning

This section evaluates the potential for impacts on land use and planning resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project).

Two Notice of Preparation comment letters in the form of petitions were received from members of the public titled “The People’s Petition to City of Perris: Petition for a Fair, Accurate and Thorough Evaluation of the Safety and Environmental Impact of Proposed Project to Perris Valley Airport” and “The People’s Petition to City of Perris: Concerns RE ALUCP & FAA.” With regard to Land Use and Planning, these petitions focused on the necessity for an extensive review of the wind study; the Riverside County Airport Land Use Commission (ALUC) determination; compliance with the Airport Land Use Compatibility Plan (ALUCP); and height restrictions by the Federal Aviation Administration (FAA).

Other Notice of Preparation comment letters from members of the public related to Land Use and Planning expressed concern with a conflict with surrounding land uses including Perris Valley Airport.

4.10.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to land use and planning.

4.10.1.1 Regulatory Setting

This section describes the regional and local regulatory framework adopted to address land use and planning.

Regional

Regional regulations include planning programs related to March Air Reserve Base/Inland Port Airport (March ARB/IPA) and Connect SoCal - 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG). On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal 2020 – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy and the addendum to the Connect SoCal Program EIR. These regional planning programs are discussed below. The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) is discussed in Section 4.8, Hazards and Hazardous Materials, of this EIR. Additionally, other regional programs applicable to the Proposed Project are addressed in the respective topical sections of this EIR (e.g., air quality, biological resource, and water quality).

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

The March ARB/IPA ALUCP was prepared for and adopted by the Riverside County ALUC. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County ALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an Airport Land Use Compatibility Plan for each airport.

An ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. ALUCs are not implementing agencies in the manner of local governments, nor do they issue permits for a project such as those required by local governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If such an amendment or change is deemed inconsistent with the ALUC land use compatibility plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code: “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

Southern California Association of Governments

SCAG is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated Metropolitan Planning Organization, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews EIRs for projects having regional significance to ensure they are in line with approved regional plans (SCAG, 2021a). As identified in Section 15206 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), regionally significant industrial projects include “A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.”

On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal 2020, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, and the

addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG, 2021b).

The goals of Connect SoCal fall into four core categories: economy, mobility, environment, and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets.

Local

The General Plan is intended 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 the Land Use Element of the General Plan

The City's Zoning Ordinance (Perris Municipal Code, Title 19), is based on the status of regulatory plans. The following discussion summarizes the current regulatory information for land use and planning that is specifically relevant to the Project.

City of Perris General Plan

The City of Perris General Plan 2030 (General Plan) was approved in April 2005 and includes land use policies and land use maps to guide the future development of the City of Perris. As shown in Exhibit LU1: Planning Areas, of the General Plan Land Use Element, the City of Perris is divided into 10 Planning Areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The Project Site is Located within Planning Area 8: Perris Valley Airport. This planning area represents approximately 7 percent of the City land area. Perris Valley Airport is the most prominent use in the area. General and Light Industrial land use designations predominate.

The Perris General Plan consists of nine elements, which address issues that affect the City, including Housing, Land Use, Circulation, Conservation, Noise, Safety, Open Space, Healthy Community, and Environmental Justice. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's General Plan. The City of Perris General Plan Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Land Use Element includes a Land Use

Map (referred to as the General Plan Map), which was updated on January 3, 2013. The General Plan designates the Project Site for Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2) uses. As allowed under these land use designations, the Proposed Project involves the construction and operation of two industrial buildings and a trailer storage lot with a guard shack.

City of Perris Zoning Code Title 19

The City of Perris Zoning Ordinance (Perris Municipal Code, Title 19) contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, and parking; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations.

As previously identified, the Project Site also has zoning designations of Light Industrial (Site 1 and Site 2) and Public (the connection between Site 1 and Site 2).

As described in Chapter 2.0, Project Description, of this EIR, the Proposed Project is designed to implement the City's established land use vision as set forth in the General Plan and to comply with the General Plan's development Standards and Guidelines. As noted previously, the General Plan designated the Project Site for Light Industrial uses.

Allowed land uses under the Light Industrial designation include manufacturing, research, warehousing/distribution, assembly of non-hazardous products and materials, and retail related to manufacturing.

City of Perris Good Neighbor Guidelines

In September 2022, the City of Perris City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Good Neighbor Guidelines is to protect sensitive receptors and limit potential impacts primarily related to air quality and noise, while allowing for the planned development of new or modified industrial facilities. The Good Neighbor Guidelines provides recommended policies to supplement the City's Zoning Code and Specific Plans for industrial development. Projects that deviate from the Good Neighbor Guidelines may be approved upon the discretion of the approving authority (City of Perris, 2022).

4.10.1.2 Existing Conditions

Project Site

The Project Site is located in the southern part of the City of Perris, in Riverside County. The Project Site lies on the southeastern portion of the intersection between East Ellis Avenue and Goetz Road. Three paved roads adjoin the Project Site: East Ellis Avenue adjoins the Project Site

on the north; Case Road on the east, and Goetz Road on the west. The Project Site shares interior property lines with the runway of the Perris Valley Airport.

The Project Site consists of undeveloped land with native vegetation. The Project Site is comprised of seven parcels that total 87.69 gross (82.71 net) acres in size, designated as Site 1 and Site 2. Site 1 encompasses Assessor's Parcel Numbers 330-090-031, -033, -036, -038, -040 and 330-100-031. Site 2 encompasses Assessor's Parcel Number 330-090-034.

Site 1 and Site 2 are separated by the runway of Perris Valley Airport and are connected only at the northern edges. Site 1 is bordered by an apartment complex and an open field to the north, the runway of Perris Valley Airport to the east, the Perris Valley Airport parking lot and indoor skydiving facility to the south, and Goetz Road to the west.

Site 2 is bordered by a trucking school, a single-family house that appears to be a business, and a recycling facility to the north. To the east and south, Site 2 is bounded by open fields, and to the west, the runway of Perris Valley Airport.

General Plan and Zoning Designations

As previously indicated, the Project Site is designated for Light Industrial and Public uses in the General Plan. The Light Industrial designation provides for the development of light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials, and retail-related to manufacturing.

Surrounding Land Uses

Properties to the west are designated and zoned General Industrial, properties to the south and east are designated and zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and zoned Employment Plaza.

Based on recent Google Earth imagery, existing land uses in the immediate vicinity of the Project Site appear to include: an apartment complex (northwest of Site 1); an open field (north of Site 1); a parking lot, building supply warehouse, and rock/stone supply yard (west of Site 1); the Perris Valley Airport parking lot and indoor skydiving facility (south of Site 1); the runway of Perris Valley Airport (east of Site 1 / west of Site 2), a privately owned, public use airport primarily used for recreation-based flights; a trucking school, a single-family house that appears to be a business, and a recycling facility (north and northwest of Site 2); and open fields (south, southeast, and east of Site 2).

4.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on land use and planning if it would:

- **Threshold 1:** Physically divide an established community.
- **Threshold 2:** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.3 Regulatory Implementation

No regulatory implementation conditions are applicable to the Proposed Project.

4.10.4 Environmental Impacts

The following sections address various potential impacts relating to land use and planning that could result from implementation of the Proposed Project.

4.10.4.1 Threshold LU-1: Physical Division of Established Community

Impact Analysis

The Project Site is currently vacant and undeveloped. It is bounded by Case Road, Ellis Avenue, and Goetz Road. As the Proposed Project would develop a vacant lot, it would not physically divide an established community. The physical development associated with the Proposed Project would involve constructing new warehouse and trailer storage uses on vacant land. The Proposed Project would not be located between or interrupt the interaction or movement of people within an established community. Properties to the west are designated and zoned General Industrial, properties to the south and east are designated and zoned Light Industrial, and properties to the north are within the Downtown Perris Plan and zoned Employment Plaza. The Proposed Project does not physically divide these areas or communities. The Proposed Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project Site and would involve improvements to adjacent roadways, consistent with the City of Perris General Plan. Therefore, no impacts associated with the division of an established community would occur and no mitigation would be required.

Significance of Impact

No Impact.

4.10.4.2 Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations

Impact Analysis

An analysis of the Proposed Project's consistency with existing regional and local plans (including applicable goals, objectives, and policies) is provided below.

Regional

March Air Reserve Base/Inland Port Authority

According to the March ARB/IPA ALUCP, the Project Site is located within Compatibility Zone E (Other Airport Environs Airport Overlay Zone). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP and Table 12.0-1, Compatibility Zone E does not have a restriction on a non-residential, average land use intensity.

With an occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the Proposed Project's warehouse buildings would be approximately 1,735 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 20 people per acre (based on a net site acreage of approximately 87.69 acres). As Compatibility Zone E does not have restrictions on average land use intensity, the occupancy of 20 people per acre would not conflict with the basic compatibility criteria.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses Compatibility Zone E include hazards to flight only.

A Wind Tunnel Velocity Measurement Report for Safety and Hazard Analysis (Appendix F-2) was prepared for the Proposed Project 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.

The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones further 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.

Ultimately the Wind Tunnel Velocity Measurement Report determined that implementation of the Proposed Project would not impact the 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.

Therefore, the Wind Tunnel Velocity Measurement Report determined that the Proposed Project does not involve any prohibited uses.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone E encompasses areas of Other Airport Environs.

The Project Site shares interior property lines with the runway of Perris Valley Airport. Per the Perris Valley ALUCP, the Project Site lies within the Perris Valley Airport Influence Area Boundary, and includes land mapped in Compatibility Zones B1, B2, C, and D (as shown in Exhibit PV-6 of the Perris Valley ALUCP). Additionally, Map PV-3 shows that portions of the Project Site are located within the 65 decibels (dB) Community Noise Equivalent Level (CNEL), 60 dB CNEL, and 55 dB CNEL noise contours (ALUC 2010).

The Proposed Project consists of industrial warehouse/distribution uses. Noise levels up to 70 A-weighted decibels (dBA) CNEL are normally compatible with industrial uses per the City's General Plan. Furthermore, per the ALUCP, industrial land uses (General Industrial and Light Industrial) are considered allowed uses within Compatibility Zones B1, B2, C, and D (ALUC 2010). However, the Proposed Project includes approximately 35,000 square feet of associated office use. Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. As previously mentioned, the Project Site is located within the airport's 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours. Therefore, with standard building construction, the associated office use would not be anticipated to have airport-related interior noise levels exceeding 45 dBA CNEL.

ALUC Consistency Analysis

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by ALUC. If deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670 of the Public Utilities Code. The purpose stated in Section 21670(a)(2) is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses." These provisions are not applicable to the Proposed Project, because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed. As such, referral to the ALUC is voluntary and optional, and any determination by ALUC is merely advisory.

Here, 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. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

Southern California Association of Governments

The fundamental goals of Connect SoCal seek to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental, and public health goals, Table 4.10-1, Connect SoCal Policy Consistency Analysis, presents the Proposed Project’s consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Proposed Project would be consistent with the goals and policies of SCAG’s regional planning program.

Table 4.10-1. Connect SoCal Policy Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	No Conflict. The Proposed Project includes development of the Project Site with two industrial warehouse/distribution buildings that have been designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. The Proposed Project has been designed in compliance with the applicable Standards and Guidelines outlined in the General Plan and optimizes the development intensity on the Project Site which is planned for industrial development. Accordingly, the Proposed Project would encourage regional economic prosperity and global competitiveness.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. As discussed in Section 4.13, Transportation, Threshold c, the Proposed Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
3	Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. The Proposed Project would contribute to, and would be consistent with, planned land use and growth assumptions for the City of Perris, as anticipated by the City of Perris General Plan. The traffic analysis presented in Section 4.13, Transportation, addresses potential impacts to regional transportation facilities. In addition to the construction of roadways, the Proposed Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure on the Project Site.
4	Increase person and goods movement and travel choices within the transportation system.	No Conflict. The Proposed Project involves development of two warehouse/distribution buildings within an area planned for industrial uses, in proximity to designated truck routes and to the state highway system, which would avoid or shorten truck-trip lengths on other roadways. Bicycle parking spaces would be provided at the Project Site. The Proposed Project would improve the 17-foot-wide parkway section within the proposed Project’s frontage with sidewalk and landscaping; and repair existing sidewalks if damaged during construction. Sidewalks would be constructed to the City’s full-width standards.

Table 4.10-1. Connect SoCal Policy Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
5	Reduce greenhouse gas emission and improve air quality.	Consistent. Refer to the consistency analysis for Goal 4 above. The Proposed Project's potential air quality and greenhouse gas impacts were evaluated in Section 4.2, Air Quality, and Section 4.7, Greenhouse Gas Emissions, of this EIR. Air quality would not exceed South Coast Air Quality Management District (AQMD) thresholds of significance and potential impacts would be less than significant. Greenhouse gas emissions would also be less than significant.
6	Support healthy and equitable communities.	No Conflict. This policy pertains to health and equitable communities, and these issues area addressed through goals and policies outlined in the Healthy Community Element of the City of Perris General Plan. Relevant to the Proposed Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
7	Adapt to a changing climate and support an integrated regional development.	No Conflict. Connect SoCal indicates that since the adoption of the 2016 Regional Transportation Plan/Sustainable Communities Strategy, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands, and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Proposed Project involves the development of two industrial warehouse/distribution buildings that have been designed to meet contemporary industry standards and operational characteristics. The Proposed Project would accommodate a wide variety of users and would be economically competitive with similar industrial buildings in the local area and region. Further, the Project Site is located in an area designated for industrial development in the City of Perris, which benefits from its proximity to key freeway infrastructure (e.g., I-215).
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	No Conflict. Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Proposed Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Proposed Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No Conflict. The Project Site is located in an area designated for industrial uses and the Proposed Project would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.

Table 4.10-1. Connect SoCal Policy Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
10	Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. The Proposed Project involves an orderly conversion of land previously used for agricultural purposes to Light Industrial land use, as anticipated in the City of Perris General Plan. There are no lands within the Project Site designated for agricultural uses under the City’s General Plan and zoning. As discussed in the Initial Study for the Proposed Project, the Project Site is not classified as Farmland of Local Importance (DOC 2018). The Project Site is vacant, and the Project Site and surrounding areas are not currently being used for agricultural purposes and is not otherwise zoned by the City for agricultural use. With respect to natural resources, refer to the discussion in Table 4.10-1 regarding the Proposed Project’s consistency with the Conservation Element of the City’s General Plan. In summary, the Proposed Project incorporates mitigation measures that would ensure that any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level. Additionally, the Project Applicant would obtain required permits and approvals for temporary and permanent impacts to jurisdictional areas.

Notes: EIR = Environmental Impact Report

Local

City of Perris General Plan

All activities undertaken by a planning agency must be consistent with the goals and policies of the agency’s General Plan. The City of Perris General Plan was approved in 2005 and, as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan’s goals and policies. The State of California’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR 2017).

Table 4.10-2, City of Perris General Plan Consistency Analysis, below addresses the Proposed Project’s consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Proposed Project. As identified through this consistency analysis, the Proposed Project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Land Use Element		
Policy II.A	Require new development to pay its full, fair share of infrastructure costs.	No Conflict. Each individual development, including the Proposed Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the Project are described in Chapter 2.0, Project Description, of this EIR. As required by City Ordinance No. 1182, the Project Proponent would also be required to pay applicable development fees to mitigate the cost of public facilities that support new development.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy II. B	Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. The Project Proponent/Developer would be required to pay school impact fees, as set by the Val Verde Unified School District.
Policy III.A	Accommodate diversity in the local economy.	No Conflict. With an occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the building would be approximately 1,735 people. It is anticipated that construction and operational job positions would be filled by workers who would already reside in the local area.
Policy V. A	Restrict development in areas at risk of damage due to disasters.	No Conflict. As discussed in EIR Section 4.9, Hydrology and Water Quality, the Project Site is located within an AE designated flood zone based on the Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) number (06065C1440H) effective December 2021. Zone AE designated sites have a 1% chance of flooding annually. As identified in EIR Section 4.6, Geology and Soils, the Project Site is not within an Alquist-Priolo Earthquake Fault Zone. Further, incorporation of the plans, programs, and policies listed in the section as well as mitigation measure MM GEO-1 would ensure that potential impacts related to geology and soils are less than significant.
Circulation Element		
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.	No Conflict. The Proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Additionally, the Project Proponent/Developer would be required to pay the fair-share of costs associated with City-wide roadway network improvements. Further, installation of sidewalks and bike racks at the Project Site would support alternative travel modes.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	No Conflict. The Proposed Project incorporates a transportation system that builds upon and improves the existing roadways in the area to support existing development and the Proposed Project. In addition, the Project Proponent/Developer would either fund or construct portions of the transportation system beyond the immediate Project Site that would also serve future development.
Policy V.A	Provide for safe movement of goods along the street and highway system.	No Conflict. All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient. Trucks traveling to and from the Project Site would be required to use the City's adopted truck routes. According to the City of Perris Truck Route map, truck access from the I-215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Truck access from the I-215 freeway to Site 2 would be from the Case Road interchange north to the driveway along Case Road. These routes allow for the movement of goods without compromising the circulation or safety of local roads.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy VII.A.	Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations,	No Conflict. This EIR has been prepared in accordance with the CEQA Guidelines. Further, the Traffic Analysis and VMT Analysis has been prepared in accordance with the guidance provided by the City of Perris, the County of Riverside, and the California Department of Transportation (Caltrans). Through the required public review of the EIR, local, state, and federal agencies can comment on the Proposed Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the EIR and throughout the development process, the Proposed Project would maintain consistency.
Conservation Element		
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	No Conflict. As identified in Draft EIR Section 4.3, Biological Resources, the required biological surveys were conducted for the Proposed Project to determine the presence or absence of protected biological resources or protected habitat areas. According to the Project-specific habitat assessment, no federal or state-listed plant species were observed within the study area during the field surveys. No special-status wildlife species were observed within the study area. No nesting birds were detected on the Project Site. But the Project Site contains suitable habitat for burrowing owl and is within the Stephens' Kangaroo Rat Habitat Conservation Plan. Because the Project Site is located within the Burrowing Owl Survey Area, a burrowing owl assessment was prepared. No burrowing owls were observed on the Project Site and no burrowing owl sign was detected in association with burrows during focused surveys conducted in 2019, 2020, 2022, and 2024. In an abundance of caution, the Project would implement mitigation measures MM BIO-1 and MM BIO-2 related to burrowing owls and migratory birds to ensure that, if present during construction, any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level.
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.	No Conflict. The Project Site is within the area subject to the Western Riverside MSHCP. As stated in Section 4.3, Biological Resources, the required biological surveys were conducted for the Proposed Project to determine the presence or absence of protected biological resources or protected habitat areas.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy IV.A	Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	<p>No Conflict. A Cultural Resources Survey Letter Report was prepared for the Proposed Project to address potential impacts to historical and archaeological resources. No significant historical or archaeological resources were found within the Proposed Project disturbance area during site surveys.</p> <p>Due to the potential to encounter unknown archaeological and paleontological resources during construction, mitigation measures MM CUL-1 and MM GEO-1 have been identified, which include requirements for monitoring and actions to be taken in the event resources are discovered during construction. These measures have been incorporated into the Proposed Project to ensure that any significant archaeological and paleontological resources encountered during construction are protected in accordance with local, state, and federal regulations.</p>
Policy V.A	Coordinate land-planning efforts with local water purveyors.	<p>No Conflict. As discussed in EIR Section 4.14, Utilities and Service Systems, the demand for the Proposed Project is within the limits of the projected demand accounted for in the Eastern Municipal Water District's (EMWD) 2020 Urban Water Management Plan. The EMWD has determined that it is able to meet water demands within its service area during normal, single-dry and multiple-dry water years through 2045. The Proposed Project is within the maximum build out of the General Plan considered by the General Plan EIR which serves as the basis for UWMP projections. Therefore, the anticipated project demand would be within normal growth projections for water demand in the EMWD service area.</p>
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	<p>No Conflict. As discussed in Section 4.9, Hydrology and Water Quality, of this Draft EIR, development of the Project Site would involve grading more than 1 acre. Therefore, the Project Proponent/Developer would be required to obtain an NPDES General Construction permit and comply with permit requirements effective at the time of construction.</p>
Policy VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	<p>No Conflict. There are no hillsides and rock cropping within Project Site boundaries.</p>
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.	<p>Consistent. As described in Chapter 2.0, the Proposed Project would provide landscaping. The Proposed Project would provide 386,567 square feet of landscaped area, covering 38.82 percent of the Project Site where a minimum of 15 percent is required. A total of 231 trees would be provided where 88 are required.</p>
Policy X.C.	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	<p>No Conflict. The Proposed Project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based on-site conditions. Light colored truck yards and roof would be installed to reduce heat gain.</p>

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Noise Element		
Policy I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development	<p>No Conflict. These criteria, as adopted by the City's General Plan Noise element, are used by the City of Perris in determining the land use compatibility for new development projects. Noise levels of up to 70 dBA CNEL are normally acceptable for industrial uses. Normally acceptable noise levels do not require any special noise insulation requirements. Noise levels are conditionally acceptable for uses with conventional construction but with closed windows and fresh air supply systems. The conditionally acceptable noise standard is 80 dBA CNEL for industrial uses.</p> <p>The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is located beyond the 60 dBA CNEL noise contour for March ARB/IPA.</p> <p>Per the Perris Valley ALUCP, portions of the Project Site are located within the 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL noise contours for Perris Valley Airport.</p> <p>Noise Element Appendix G shows that future roadway noise levels at General Plan buildout along Goetz Road from Ellis Avenue to Mountain Avenue are expected to be 70 dBA CNEL at 44 feet from the roadway centerline. Future roadway noise levels at General Plan buildout along Case Road from Ellis Avenue to Murietta Road are expected to be 70 dBA CNEL at 88 feet from the roadway centerline. Therefore, roadway noise levels are the primary source of noise at the Project Site.</p> <p>The proposed buildings would be located beyond the 70 dBA CNEL noise contours for all noise sources.</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.	No Conflict. The Perris Municipal Code limits the hours for construction to between 7:00 AM and 7:00 PM and prohibits construction on Sundays and most legal holidays. Regulatory Implementation measure RI NOI-6 also identifies best management practices including specifications for construction equipment and would be incorporated as part of the Proposed Project.
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.	No Conflict. The proposed light industrial uses are not noise sensitive land uses. As discussed above, the proposed buildings would be located beyond the 70 dBA CNEL noise contours for the two nearby airports.
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.	No Conflict. The nearest existing sensitive receptors are located approximately 370 feet northwest of the Project Site boundary.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Safety Element		
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.	No Conflict. The roadway improvements that would occur as a part of the Proposed Project would improve traffic circulation in the area. These would also improve the ability of emergency vehicles to access the Project Site and surrounding properties. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot on Site 2. Street improvements along Ellis Avenue as part of the Proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with the IDI North Project, which is situated northeast of the Project Site. The Proposed Project driveways have been designed to accommodate large trucks with trailers that would be used for the distribution of goods to and from the site. As discussed above, adequate turn radii and sight distance would be provided. Regulatory Implementation condition RI TR-4 also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.
Policy S-2.2	Require new development or major remodels to include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element	No Conflict. As described in Chapter 2.0, 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 warehouse. 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. These infrastructure systems would be consistent with the provisions contained in the Land Use Element.
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.	No Conflict. The Project Site is located within the urbanized area of the City and would have direct access to Case Road and Ellis Avenue.
Policy S-2.5	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	No Conflict. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Additionally, associated roadway improvements would provide adequate ingress/egress.
Policy S-4.1	Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated	No Conflict. As discussed in EIR Section 4.9, Hydrology and Water Quality, the water courses around the Project have been identified by FEMA as Zone AE. Zone AE is an area of base floodplain or 1 percent annual chance of flood. The Project Site is not located in an area of high flood hazard according to the Safety Element.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy S- 4.3	Require new development projects and major remodels to control stormwater run-off on site.	No Conflict. As identified in EIR 4.9, Hydrology and Water Quality, development of the Proposed Project involves increased impervious surface from 87.69 to 88 acres having a negligible impact. With implementation of the site-specific WQMPs and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would not result in on- or off-site flooding, substantial erosion or siltation, exceed the capacity of existing or proposed stormwater drainage systems, and would not impede or redirect flood flows.
Policy S- 4.4	Require flood mitigation plans for all proposed projects in the 100- year floodplain (Flood Zone A and Flood Zone AE).	No Conflict. As discussed in EIR Section 4.9, Hydrology and Water Quality, the water courses around the Project have been identified by FEMA Zone AE. Zone AE is an area of base floodplain or 1 percent annual chance of flood.
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.	No Conflict. According to Exhibit S-5, Wildfire Hazards, of the Safety Element, the Project Site is not located in or near an area identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ). The Proposed Project would not require the transfer of development right to lower risk areas.
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.	No Conflict. The Proposed Project would construct roadway improvements necessary to serve the proposed uses and would improve emergency access to the Project Site and surrounding areas. Access to the Proposed Project would be provided from the roadways surrounding the Project Site. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot. Additionally, associated roadway improvements would provide adequate ingress/egress.
Policy S- 5.10	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	No Conflict. Refer to the consistency analysis for Policy V.A of the Conservation Element, above.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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.	<p>No Conflict. The Project Site is within the airport influence area (AIA) of March ARB/IPA and Perris Valley Airport. The Project Site is located within the Zone E – Other Airport Environs Airport Overlay Zone for the March ARB/IPA Airport Land Use Compatibility Plan. Due to its proximity to the Perris Valley Airport runway, the Project Site is within Compatibility Zones A through D of the Perris Valley Airport Land Use Compatibility Plan.</p> <p>Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory.</p> <p>Here, 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. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.</p>
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.	<p>No Conflict. Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory.</p> <p>Here, 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. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.</p>
Policy S- 6.3	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	No Conflict. Refer to Policy S-6.2 above.
Policy S- 7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	No Conflict. As identified in EIR 4.6, Geology and Soils, the 2022 California Building Code, as adopted by the City, provides guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events, and the Proposed Project proponent shall implement seismic design considerations in accordance with the 2022 California Building Code (or current building code), which is reflected in General Plan Measure I.E.5. Further, consistent with General Plan measure I.E.2, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Report recommendations.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
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.	No Conflict. As identified in EIR Section 4.6, Geology and Soils, a Geotechnical Investigation was prepared by Southern California Geotechnical for the Proposed Project and included as Appendix E. The Geotechnical Investigation analyzed the potential seismic and geologic hazards at the Project Site.
Policy S-7.4	Ensure slope stability issues are effectively addressed in both developed and developing areas within the City	No Conflict. As identified in EIR Section 4.6, Geology and Soils, the Project Site is relatively flat and not located near any areas that possess potential landslide characteristics. There are no hillsides or steep slopes on the Project Site or in the immediate vicinity of the area.
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.	No Conflict. As identified in EIR Section 4.8, Hazards and Hazardous Materials, the Proposed Project would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the U.S. Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District (discussed in Section 4.2, Air Quality, of this EIR), and Regional Water Quality Control Board (discussed in Section 4.9, Hydrology and Water Quality, of this EIR). With mandatory compliance with applicable hazardous materials regulations, the Proposed Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.
Health Community Element		
Policy HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	No Conflict. As described in Section 4.1, Aesthetics, of this EIR, development of the Proposed Project with industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Proposed Project lighting is anticipated to include a combination of operational, street, and security lighting on the building's exterior and in parking areas that would conform to the Title 24 and City standards that regulate outdoor lighting. Additionally, the transportation analysis provided design requirements for safe circulation.
Policy HC 2.4.	Promote development patterns and policies that: Reduce commute times Encourage the improvement of vacant properties and the reinvestment in neighborhoods Provide public space for people to congregate and interact socially Foster safe and attractive environments	No Conflict. The Project Proponent/Developer would develop the vacant sites with industrial uses consistent with the design guidelines and development standards outlined in the General Plan. The Proposed Project includes 35,000 total square feet of office space that would provide an area for people to congregate and interact.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy HC 2.6	Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.	No Conflict. Refer to the consistency analysis for Policy HC 2.3 and Policy HC 2.4, above, which address the Proposed Project's consistency with policies that promote physical activities. Also, refer to the consistency analysis for Goal 5 of Connect SoCal, which addresses air quality.
Policy HC 3.5	Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	No Conflict. With an occupancy rate of 1 person per 500 square feet as determined by the California Building Code, and a building size of 867,070 square feet (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet), the occupancy for the Proposed Project buildings would be approximately 1,735 people. With this estimated occupancy of people, based on the California Building Code method for determining concentration of people, it would result in an average of 20 people per acre (based on a net site acreage of approximately 87.69 acres). It is anticipated that there would be employment opportunities generated for local residents.
Policy HC 4.1	Promote public spaces that foster positive human interaction and healthy lifestyles.	No Conflict. Refer to the consistency analysis for Policy HC 2.4, above, which address spaces for interaction.
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.	No Conflict. Refer to the consistency analysis for Goal 5 of Connect SoCal, above, regarding air quality and health of the residents in the region. Also, refer to the consistency analysis for Connect SoCal Goal 8, which addresses new technology.
Policy HC 6.2	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	No Conflict. Refer to the consistency analysis for Policy VIII.A of the Conservation Element, above, which addresses water and resource conservation. Further, as discussed in Section 4.9, Hydrology and Water Quality, of this EIR, the Proposed Project would be implemented in compliance with applicable regulations for the protection of water quality during construction and operation.

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Policy HC 6.3	<p>Promote measures that will be effective in reducing emissions during construction activities.</p> <p>Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.</p> <p>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.</p> <p>Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others.</p> <p>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.</p>	<p>No Conflict. As further discussed in Section 4.2, Air Quality, of this EIR, the Proposed Project would be implemented in compliance with applicable South Coast AQMD rules in place to protect air quality in the region during construction activities. Additionally, the Proposed Project incorporates mitigation measure MM AQ-1 to reduce Project-related construction emissions.</p>

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Environmental Justice Element		
Goal 3.1 Policy	<p>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 buffers, traffic diversion.</p> <p>As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, daycare centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a “good neighbor.”</p>	<p>No Conflict. The Proposed Project is consistent with surrounding designated land uses including General Industrial to the west and Light Industrial to the south and east. The Proposed Project is consistent with the City’s General Plan land use designations and intensity.</p> <p>The truck court entries would be secured with an 8-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an 8-foot-high tube steel fence, painted black. This would minimize impacts to surrounding sensitive receptors.</p>
Goal 3.1 Policy	Support identification, clean-up, and remediation of local toxic sites through the development review process.	<p>No Conflict. A Phase I ESA was completed for the Proposed Project. No Recognized Environmental Conditions were documented or identified in the Phase 1 ESA related to potentially hazardous materials. The Proposed Project is consistent with this Environmental Justice Policy.</p>
Goal 3.1 Policy	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>No Conflict. As further discusses in Section 4.2, Air Quality, of this EIR, the delivery vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day, consistent with South Coast AQMD recommendations. The South Coast AQMD recommendation is conservative compared to the CARB Air Toxic Control Measure, which regulates truck idling time to 5 minutes of less and is intended to account for idling that may would occur at facility entrances and exits, during truck maneuvering, and at the loading bay or truck parking areas.</p>

Table 4.10-2. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
Goal 3.1 Policy	Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke. As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger 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.”	No Conflict. The City has adopted its official Good Neighbor Guidelines for industrial development projects. However, the Proposed Project would not result in significant impacts related to the identified issues. The Proposed Project would not generate unacceptable noise at the nearby residence. Traffic improvements would be constructed by the Proposed Project. Further, the Proposed Project would conform with policies to prevent light and air pollution. The Proposed Project would be consistent with this Environmental Justice Policy.
Goal 5.1 Policy	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.	No Conflict. The Proposed Project would include 25 bicycle locations. The Proposed Project would improve the 17-foot-wide parkway section within the Proposed Project’s frontage with sidewalk and landscaping; and, repair existing sidewalks if damaged during construction. Sidewalks would be constructed to the City’s full-width standards.

Notes: ALUCP = Airport Land Use Compatibility Plan; CBC = California Building Code; EIR = Environmental Impact Report; March ARB/IPA = March Air Reserve Base/Inland Port; MM = mitigation measure

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities (Perris Good Neighbor Guidelines) were adopted in September 2022. The Perris Good Neighbor Guidelines are applicable to all new warehouse, logistics, and distribution facilities and act as a supplement to the City’s Zoning Code and Specific Plans. The goals and policies in the Perris Good Neighbor Guidelines are intended to balance economic growth, industrial development, and business success, while implementing methods for the reduction of potential negative impacts on sensitive receptors. (Perris GNG, p. 3.) The Perris Good Neighbor Guidelines consist of seven goals with recommended policies under each goal. In addition to complying with the Perris Municipal Code and any other regulations regarding parking and operating a commercial vehicle, the Proposed Project would implement the Perris Good Neighbor Guidelines goals and recommended policies identified below.

Goal 1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

- The Proposed Project would be designed to LEED Silver standards.
- Building massing would be consistent with the City’s Industrial Design Guidelines to ensure the cohesive development of the Project Site with the surrounding areas.

- Proposed Project driveways, loading docks, and internal circulation routes are designed away from sensitive receptors.
- Truck loading bays and drive aisles are designed to minimize truck noise to sensitive receptors.
- All Proposed Project lighting would be directed down into the interior of the Site and not spill over onto adjacent properties.
- The Proposed Project includes adequate on-site parking for commercial trucks and passenger vehicles and adequate on site queuing for trucks away from sensitive receptors.
- Future tenants/operators at the Project Site would post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Future tenants/operators at the Project Site would install signs at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- Future tenants/operators at the Project Site would install signs in public view with contact information of the facility operator and South Coast AQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
- Future tenants/operators at the Project Site would post signs in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Future tenants/operators at the Project Site would provide signs and mark drive aisle pavement markings which identify the onsite circulation pattern.
- The Proposed Project landscaping would exceed the standards in the Perris General Plan and would be consistent with Perris GNG. Conceptual Landscaping plan would be approved prior to the City issuing building permits.

Goal 2: Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse./distribution center.

- The Proposed Project would minimize air quality impacts of trucks on sensitive receptors by:
 - Future tenants/operators at the Project Site would restrict diesel engine and construction equipment idling to 5 minutes or less (South Coast AQMD Rule 2485).
 - The Proposed Project is designed with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.

- For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- The Proposed Project has been designed to separate passenger vehicles parking from enclosed truck parking/truck court, and have separate primary access.
- At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
- Future tenants/operators at the Project Site would encourage the replacement of diesel fleets with new model vehicles.
- Future tenants/operators at the Project Site would prevent the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- Future tenants/operators at the Project Site would promote the installation of on-site electric hookups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
- Proposed Project operation would not result in the emissions of odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable at or beyond the Project Site.
- The Proposed Project has been designed such that exits and entries are not located near sensitive receptors.
- On-site speed bumps would not be proposed, except at security/entry gates.
- The Proposed Project would reduce nitrogen and diesel particulate matter emissions (South Coast AQMD Rule 2305).
- Future tenants/operators at the Project Site would use zero emission on-site motorized operational equipment.
- The Proposed Project's building would be installed with solar panels so that 100 percent of the office areas is supplied with power needed.
- Future tenants/operators at the Project Site would comply with California Air Resources Board (CARB) Truck and Bus Regulations.
- Future tenants/operators at the Project Site would coordinate with CARB and SCAQMD to provide the latest information.
- Project design and operations would comply with CALGreen.

- Future tenants/operators at the Project Site would post signs on the Project Site for truck engines to be turned off when not in use.

Goal 3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

- Future tenants/operators at the Project Site would ensure compliance with truck routing plans to avoid sensitive receptors to the extent feasible.
- The Proposed Project is designed to provide adequate turning movements at Project driveways.
- The Proposed Project is designed which separate truck and passenger vehicle driveways to minimize vehicle/truck conflicts.

Goal 4: Provide buffers between warehouses and sensitive receptors.

- On-site equipment, such as forklifts, will be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- The Proposed Project has been designed to exceed the 15 percent requirement of on-site landscaping area.
- The Proposed Project has been designed the incorporate a 14-foot-high decorative block wall to screen the trailer yard.
- The Proposed Project would include at least two decorative materials and would consist of a variation in plane and form, varied roof lines.
- The Project Site has been designed to have landscaping along to the bordering streets.
- Future tenants/operators at the Project Site would be required to irrigate Project Site landscaping for the life of the Proposed Project unless otherwise prohibited by water conservation mandates.
- The Proposed Project design includes a 14-foot wall along the trailer yard to further reduce noise related impacts and addresses aesthetics related impacts near sensitive receptors.
- The Proposed Project has been designed to reduce impacts to sensitive receptors by reducing visibility to the trailer yard.
- Future tenants would post directional guidance signage for trucks entering and existing the facility.

Goal 5: Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns.

- All required public notices pertaining to a Project's entitlement would be provided by the City to all owners of real property on the latest records of the County Assessor within 500 feet of the Project Site. or to at least 25 property owners, whichever is greater.
- Future tenants/operators at the Project Site would provide training on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

- Future tenants/operators at the Project Site would require their drivers to park and perform any maintenance of trucks in designated areas on the Project Site and not within the surrounding community or on public streets.
- Future tenants/operators at the Project Site would establish a rideshare program, in accordance with South Coast AQMD Rule 2202.
- Future tenants/operators at the Project Site would provide information to truck drivers regarding the health effects of diesel particulates and the importance of being a good neighbor.
- Future tenants/operators at the Project Site would be encouraged to obtain information from and utilize resources provided by CARB and the South Coast AQMD.

Goal 6: Implement construction practice requirements in accordance with state requirements to limit emission and noise impacts from building demolition, renovation, and new construction.

- During construction, the Project Proponent/Developer would provide monthly reports to the City demonstrating compliance with City of Perris Good Neighbor Guidelines construction-related policies.
- All diesel fueled off-road construction equipment greater than 50 horsepower used during Proposed Project construction would be equipped with CARB Tier 4 Compliant engines if such equipment is available within a 50-mile radius of the Project Site. If Tier 4 equipment is not available within 50 miles of the Project Site, Tier 3 or cleaner off road construction equipment would be utilized.
- Equipment used for Proposed Project construction would be equipped with properly operating and maintained mufflers, consistent with manufacturer's standards.
- To the extent practicable, the Proposed Project's construction contractors would locate or park all stationary construction equipment away from sensitive receptors near the Project Site.
- The surrounding streets would be swept on a regular basis to remove any construction related debris and dirt.
- Appropriate dust control measures that meet the South Coast AQMD Rule 403 standards would be implemented for Project-related grading and construction activity.
- Construction equipment maintenance records, data sheets, and any other records necessary to verify compliance with CARB standards, would be kept on site and furnished to the City upon request.
- A construction traffic control plan would be prepared prior to grading. This plan would detail the locations of equipment staging areas, material stockpiles, proposed road closures (if necessary), and hours of construction operations to minimize impacts to sensitive receptors.
- Construction noise levels for both daytime and nighttime would be below the City's noise standard.

- The Proposed Project’s maximum daily disturbance area (actively graded area) would be consistent with the Project’s Air Quality/Greenhouse Gas Analysis included as Appendix B of this Draft EIR.
- If SCE can feasibly provide temporary power for charging electric-powered construction equipment, an area of the Project Site would be designated for charging electric-powered construction vehicles and equipment.
- During construction, signs would be placed in public view with contact information for a designated representative of the building occupant and a South Coast AQMD representative designated to receive complaints about excessive dust, fumes, or odors on the Project Site.

Goal 7: Ensure compliance with the California Environmental Quality Act (CEQA) and state environmental agencies.

- The Air Quality/Greenhouse Gas Analysis prepared for the Proposed Project (included as Appendix B of this Draft EIR) was conducted within the context of CEQA. The methodology for this analysis followed the CEQA Air Quality Handbook prepared by the South Coast AQMD for quantification of emissions and evaluation of potential impacts to air resources. As recommended by South Coast AQMD staff, Project-related emissions were quantified through use of the California Emissions Estimator Model® version 2022.1.1.24 (CalEEMod).
- A Noise Study was prepared for the Proposed Project and is included as Appendix I of this Draft EIR.
- Future tenants/operators at the Project Site would incorporate transportation demand management (or Voluntary Commute Trip Reduction) measures to the extent feasible.
- Future tenants/operators at the Project Site would provide signage regarding CARB regulations as approved by the City.
- The Proposed Project’s buildings would be installed with solar panels so that 100 percent of the office areas is supplied with power needed.
- Low volatile organic compounds (VOC) paints and coatings would be used as required by South Coast AQMD Rule 1113.
- Signage would be legible, durable, and weather-proof as approved by the City.

Significance of Impact.

Less Than Significant.

4.10.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to land use and planning that could result from implementation of the Proposed Project.

This cumulative impact analysis considers development of the Proposed Project in relation to the City's General Plan land use policies and zoning ordinances, along with other developmental policies.

4.10.5.1 Cumulative Threshold LU-1: Physical Division of Established Community

The Proposed Project would not divide an established community and would not contribute to a cumulative impact with respect to this impact.

4.10.5.2 Cumulative Threshold 2 LU-: Conflict with Applicable Land Use Plans, Policies, and Regulations

Consistent with this conclusion and as discussed in this section, the Proposed Project would not result in a significant impact on land use and planning. Implementation of cumulative development in accordance with the General Plan, including the Proposed Project, would continue to convert undeveloped land to urban uses. The character and overall intensity of the Proposed Project are consistent with existing land uses within the City and in the Project vicinity. The Proposed Project is therefore consistent with the planned development for the Project Site. Furthermore, cumulative development projects would be reviewed for consistency with adopted land use plans and policies by the City of Perris (including General Plan policies and zoning requirements), in accordance with the requirements of CEQA, state Zoning and Planning Law, and the Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Future development in the City would also be governed by policies, implementation measures, and programs to ensure orderly urban development.

Therefore, it can be assumed that through these requirements, future development would be consistent with adopted goals and policies and compatible with existing land uses. However, even if the cumulative impact of these projects would be significant, the Proposed Project's contribution to such cumulative land use impacts is less than significant and is thus not cumulatively considerable because (1) the proposed development would not change the type or amount of development anticipated by the City's General Plan; (2) the Proposed Project does not conflict with adopted goals and policies as identified through the analysis presented in this section.

4.10.6 Level of Significance Before Mitigation

4.10.6.1 Threshold LU-1: Physical Division of Established Community

The Proposed Project would develop a vacant lot and would not physically divide an established community. Further, the Proposed Project does not include any new roadways or structures that would physically divide the existing community. Therefore, no impact would occur.

4.10.6.2 Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations

Because neither a general plan amendment, specific plan amendment, nor zone change is required for the Proposed Project to be developed, referral to ALUC is voluntary and optional, and any determination by ALUC is merely advisory.

Here, 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. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards.

4.10.7 Mitigation Measures

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

4.10.8 Level of Significance After Mitigation

Not applicable.