4.10 Land Use and Planning

This section evaluates the potential for impacts on land use and planning resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project or Project).

A Notice of Preparation comment letter was received from the Riverside County Airport Land Use Commission (ALUC) submitted a comment on the Notice of Preparation acknowledging that the Proposed Project is located within Zone C1 and D of March Airport Influence Area (AIA), however, because the City of Perris is consistent with the compatibility plan for March, they have noted that the City can conduct the review themselves, unless the Proposed Project proposes a legislative action such as a change of zone or a Specific Plan Amendment.

At the Draft Environmental Impact Report (EIR) public scoping meeting on December 19, 2023, there were no comments regarding land use and planning received in response from Planning Commissioners, organizations' representatives, or members of the public.

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 regulatory regulations discussed in the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR include planning programs related to March Air Reserve Base/Inland Port Airport (March ARB/IPA), and the Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan and 2008 Regional Transportation Plan. Subsequent to certification of the PVCCSP EIR in January 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Community Strategy in April 2012, which superseded the 2008 Regional Transportation Plan. In April 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Community Strategy, which supersedes the 2012 Regional Transportation Plan/Sustainable Community Strategy. On September 3, 2020 SCAG's Regional Council approved and fully adopted Connect SoCal—the 2020–2045 Regional Transportation Plan/Sustainable Community Strategy of the Southern California Association of Governments and the addendum to the Connect SoCal Program EIR. These regional planning programs are discussed below. The March ARB/IPA Land Use Compatibility Plan (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).

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 2020a). 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 and the addendum to the Connect SoCal Program EIR. 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 2020b).

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

Section 4.8 of the PVCCSP EIR includes a discussion of the City of Perris General Plan 2030 and the City's Zoning Ordinance (Perris Municipal Code, Title 19), which is based on the status of these regulatory plans prior to adoption of the PVCCSP in January 2012. The following discussion summarizes the current regulatory information for land use and planning that is specifically relevant to the Proposed Project, as updated since the PVCCSP EIR was prepared.

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 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's Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into 1 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 Project Site is designated "Specific Plan" on the General Plan Map (City of Perris 2013).

Specific goals and policies of the respective elements of the City's General Plan that are relevant to the Proposed Project are provided in Table 4.10-3, City of Perris General Plan Consistency Analysis, of this section, along with an analysis of the Proposed Project's consistency with these goals and policies.

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 a zoning designation of "Specific Plan." Specific Plans are plans pertaining to areas or projects in the City. A Specific Plan is a tool for the systematic implementation of the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A Specific Plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location, and intensity of uses to the design and capacity of infrastructure, and from the resources used to finance public improvements to the design guidelines of a subdivision. After a Specific Plan has been adopted, subsequent subdivision and development, public works projects, and zoning regulations must be consistent with the Specific Plan (City of Perris 2022).

There are currently 13 Specific Plans in the City of Perris (City of Perris 2022). The following is a discussion of the PVCCSP, which is the basis for future development in the Perris Valley Commerce Center (PVCC) area, including the Project Site.

Perris Valley Commerce Center Specific Plan

The PVCCSP was adopted by the City of Perris in January 2012 (Ordinance No. 1284) and was last amended in March 2023. The PVCCSP is the culmination of a multi-year planning effort through which the City engaged in planning efforts to ascertain the appropriate land uses in the northwestern area of the City in light of the existence of March ARB/IPA to the north, the development of logistics warehouse uses surrounding March ARB/IPA, and the changing economic conditions. The City identified the intent of the PVCCSP as follows (City of Perris 2022):

> The intent of the Perris Valley Commerce Center Specific Plan is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The plan will promote recognition throughout the region for its aesthetic cohesiveness, superior land planning, and architectural design.

The objectives of the PVCCSP seek to promote various land uses for the area, to streamline the development process, to promote sustainable development through the encouragement of "green" technologies, to provide a strong sense of place by establishing an identity for the area, and to identify infrastructure utility needs and to provide plans for vehicular and non-vehicular circulation.

In compliance with the requirements of the California Government Code, the PVCCSP adopted a comprehensive land use plan, infrastructure plan, and Design Standards and Guidelines. The City of Perris will use the Specific Plan Standards and Guidelines to evaluate development projects subject to discretionary review within the PVCC boundaries.

As described in Chapter 2, Project Description, of this EIR, the Proposed Project is designed to implement the City's established land use vision as set forth in the PVCCSP and to comply with the PVCCSP development Standards and Guidelines. As noted previously, the Project Site has a PVCCSP land use designation of Light Industrial. Allowed land uses under the Light Industrial are presented in Table 2.0-2 of the Specific Plan. Relevant PVCCSP Standards and Guidelines that are incorporated into the Proposed Project are listed in the introduction to the analysis for each topical issue in Chapter 4, Environmental Analysis, of this EIR and are assumed in the analysis presented.

4.10.1.2 Existing Conditions

Project Site

The Project Site is in the City of Perris, in Riverside County, California, located at the northeast corner of the intersection of Placentia Avenue and Wilson Avenue. The Project Site and surrounding properties

to the west, north, and east are within the PVCC and are zoned Light Industrial by the PVCCSP. Properties to the south are zoned Residential R-20,000 and are developed with single-family homes. The Project Site is generally bounded by Placentia Avenue to the south, Wilson Avenue to the west, existing industrial development to the north, and a vacant lot (APN 300-900-001) and the existing Perris Valley Storm Drain Channel to the east. The Project Site encompasses Assessor's Parcel Numbers (APNs) 300-170-003, -004, -005, -006, -010, -011, -012, -013, -014, -015, -016, and -017. The gross site area for the 12 parcels total 27.91 acres, including 0.65 acres of future storm drain easement dedication area. The net Project Site would be 27.26 acres. The Project Site consists of vacant, undeveloped land with low-lying vegetation located at approximately 1,435 feet above mean sea level.

General Plan and Zoning Designations

With approval of the PVCCSP by the City of Perris in January 2012, the current General Plan and zoning designation for the Project Site and surrounding areas is Specific Plan. As previously indicated, the Project Site is designated for Light Industrial uses in the PVCCSP. 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. As identified in Section 2.1.1, Industrial Uses, of the PVCCSP, this zone correlates with the Light Industrial General Plan land use designation.

Surrounding Land Uses

Surrounding properties to the west, north, and east are within the PVCCSP and are zoned Light Industrial. Properties to the south are zoned Residential R-20,000 and are developed with single-family homes. To the north, there is a newly constructed industrial building (3125 Wilson Avenue), the Perris Valley Storm Drain Channel, and Highgrade Concrete Contractor (immediately north of the newly constructed industrial building) (3175 Wilson Avenue). To the east there are electrical lines, Murrieta Road (dirt road), and Perris Valley Storm Drain Channel, followed by vacant land and residential properties. To the south is Placentia Avenue, followed by residential properties, Murrietta Road, and vacant land. To the west is Wilson Avenue and vacant land.

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 Requirements

No regulatory requirements 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.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use and planning. These Standards and Guidelines (summarized below) are incorporated as part of the Proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for land use and planning included in the PVCCSP EIR.

4.0 On-Site Design Standards and Guidelines

4.2 On-Site Standards and Guidelines

To ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each of the land use categories outlined above. A summary of the development standards for the Light Industrial land uses are outlined in summary form in Table 4.10-1, PVCCSP Development Standards by Land Use.

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses And Standards Shall Be Developed in Accordance with The Specific Plan.
- Uses And Standards Shall Be Developed in Accordance with City of Perris Codes.
- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Visual Overlay Zones.

Table 4.10-1. PVCCSP Development Standards by Land Use

Development Standards	Light Industrial	Notes
Minimum Lot Size	15,000 square feet	
Minimum Lot Frontage	75 feet	45’ on cul-de-sacs and street knuckles at ROW
Minimum Lot Width	75 feet	
Minimum Lot Depth	100 feet	90’ on cul-de-sacs and street knuckles
Maximum Structure Size/Floor Area Ratio (FAR)	0.75 FAR	Note 3
Minimum Structure Separation	None	
Accessory Structures Size	No max	
Maximum Lot Coverage by Structure	50 percent of lot	Note 3
Maximum Structure Height	50 feet[1]	Notes 3 and 4
Maximum Structure Height at Setback	20 feet	

Table 4.10-1. PVCCSP Development Standards by Land Use

Development Standards	Light Industrial	Notes
Front Yard Setback shall be as follows:	Notes 6 and 7	Note 3
Local/Collector Streets	10 feet	
Arterials	15 feet	
Expressway and Freeway	20 feet	
Side Yard:		
Adjoining non-residential	None	
Adjoining residential	20 feet[5]	
Street Side Yard:	Refer to Front Yard Req.	
Rear Yard:		Notes 2 and 3
Adjoining non-residential	None	
Adjoining Residential	20 feet[5]	
Minimum Landscape Coverage	12 percent	

Notes:

[1] Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one-foot for every (1) one-foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one-foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.

[2] Interior portions of a site dedicated to loading, storage, large vehicle maneuvering and parking may be permitted to forego required interior landscaping with the exception of those properties abutting the municipal water district easement and the required landscaping for employee and visitor parking and outdoor employee break or amenity areas and required buffer areas.

[3] FAR is the ratio of floor area divided by lot area. These development standards may be modified pursuant to the development participating in the Incentives program as described in this section.

[4] Height of structure shall comply with the Federal Aviation Regulation, Part 77 restrictions for March Air Reserve Base.

[5] If loading/unloading provided, setback shall not be less than 30-feet.

[6] Setback requirements are for structures 20 feet or less in height on the public right-of-way.

[7] Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.

4.10.4.1 Threshold LU-1: Physical Division of Established Community

Impact Analysis

The PVCCSP EIR Initial Study concludes that the PVCC area includes some vacant and agricultural land, but is otherwise developed with Light Industrial, industrial, commercial, and business park uses. Development of the PVCCSP would not divide or disrupt travel between different parts of the City. The PVCCSP is intended to unify the PVCC to create a higher quality neighborhood. The Initial Study concludes that implementation of the PVCCSP would not divide an established community. No impacts would occur (City of Perris 2009).

The Project Site is currently vacant and undeveloped, and bounded by Placentia Avenue to the south, Wilson Avenue to the west, a fenced vacant lot to the north, and the existing Perris Valley Storm Drainage Channel to the east. The surrounding properties to the north, east, and west are all also zoned Light Industrial within the PVCC. Properties to the south of the Project Site on the other side of Placentia Avenue are south are zoned Residential R-20,000 and are developed with single-

family homes. The PVCCSP was developed "to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses." The Proposed Project would not physically divide the community to the south of the Project Site and is consistent with the goals of the PVCCSP. 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

The PVCCSP EIR concludes that implementation of future development and infrastructure projects in compliance with the PVCCSP would not conflict with any applicable land use plan, policy, or regulation. 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 C1 (Primary Approach/Departure Zone) and Zone D (Flight Corridor Buffer). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 March ARB/IPA ALUCP and Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table, of the PVCCSP, Compatibility Zone C1 allows a non-residential, average land use intensity of 100 people per acre, and a single-acre land use intensity of 250 people per any single acre. Compatibility Zone D 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 578,265 square feet, the estimated occupancy for the proposed building would be approximately 1,157 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 43 people per acre (based on a net site acreage of approximately 27.26 acres). This average occupancy is substantially below the 100 people per acre average intensity for Compatibility Zone C1.

As identified on Table MA-2 of the 2014 March ARB/IPA ALUCP, prohibited uses within Compatibility Zone C1 includes children's schools, daycare centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, noise-sensitive outdoor non-residential uses, critical community infrastructure, and hazards to flight. Prohibited uses within

Compatibility Zone D include hazards to flight only. The Proposed Project does not involve any of these prohibited uses. Other development conditions for Compatibility Zone C1 include discouragement of critical community infrastructure facilities, discouragement of aboveground bulk storage for hazardous materials, sound attenuation as necessary to meet interior noise level criteria, requirement of airspace review for objects greater than 70 feet tall, notification of electromagnetic radiation, and deed notice and disclosure.

Other development conditions for Compatibility Zone D include discouragement of major spectator-oriented sports stadiums, amphitheaters, concert halls, notification of electromagnetic radiation, and deed notice and disclosure.

Section 4.11, Noise, of this EIR addresses noise exposure for March ARB/IPA operations. As identified, Compatibility Zone C1 encompasses areas of Primary Approach/ Departure Zone, Compatibility Zone D encompasses the Flight Corridor Buffer.

The majority of the Project Site is mostly within or near the 55 to 60 dBA CNEL noise contour boundaries. With standard building construction, the associated building office use would not be anticipated to have airport-related noise levels exceeding 45 dBA CNEL. Additionally, ALUC determined consistency with the 2014 March ARB/IPA ALUCP. Therefore, potential impacts would be less than significant.

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 4.10-2, 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 4.10-2. Connect SoCal Policy Consistency Analysis

Connect SoCal 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 an industrial warehouse building that has 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 Proposed Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. The Proposed Project is within the PVCCSP area which seeks to unify the area's character and develop a business community that fosters long term economic success. The Proposed Project has been designed in compliance with the applicable Standards and Guidelines outlined in the PVCCSP and optimizes the development intensity on the Project Site which is planned for industrial development. Accordingly,

Table 4.10-2. Connect SoCal Policy Consistency Analysis

Connect SoCal Goal	Goal Statement	Project Consistency Discussion
		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 4.12, Transportation, Threshold TR-2, 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 in the City of Perris, as anticipated by the PVCCSP. The traffic analysis presented in Section 4.12 addresses potential impacts to regional transportation facilities. In addition to the construction of roadways, the Project Owner/Developer would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area (consistent with the PVCCSP Circulation Plan) 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 an industrial warehouse building 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 also includes the construction of sidewalks along roadways adjacent to the Project Site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.
5	Reduce greenhouse gas emission and improve air quality.	**Consistent.** Refer to the consistency analysis for Goal 4 above. The Proposed Project's potential 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 impacts would be less than significant. Greenhouse gas emissions would also be less than significant. The Project would implement PVCCSP EIR mitigation measures which would further reduce the emissions associated with construction and operation of the Project.
6	Support healthy and equitable communities.	**No Conflict.** This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Community Element of the 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 Community 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 an industrial warehouse building that is 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 Proposed Project is

Table 4.10-2. Connect SoCal Policy Consistency Analysis

Connect SoCal Goal	Goal Statement	Project Consistency Discussion
		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, SR-60).
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 designated for Light 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.
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 PVCCSP and the City of Perris General Plan. There are no lands on the Project Site designated for agricultural uses. There are no lands on 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) but is surrounded by areas designated as Farmland of Local Importance or Urban and Built-Up Land. However, 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 4.10-2 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 Owner/Developer would obtain required permits and approvals for temporary and permanent impacts to jurisdictional areas.

Notes: EIR = Environmental Impact Report; PVCCSP = Perris Valley Commerce Center Specific Plan

Local

Perris Valley Commerce Center Specific Plan

As discussed previously, the PVCCSP governs land use within the PVCCSP area and is itself a document devoted to specific land use policies and regulations. The Project Site is designated for Light Industrial use. Consistent with the Light Industrial designation, the Proposed Project involves the construction and operation of a 573,265-square-foot concrete tilt-up warehouse building with a 5,000-square-foot mezzanine, for a total building area of 578,265 square feet, as well as associated truck trailer and automobile parking facilities, landscaping, and infrastructure.

Further, as described in Chapter 2 and identified in the analysis for each topical issue in Chapter 4 of this EIR, the Proposed Project implements the requirements (Standards and Guidelines) of the PVCCSP related to architecture and design, landscaping, infrastructure, and sustainable development. The Proposed Project is consistent with and implements the PVCCSP. The Proposed Project does require a Specific Plan Amendment to the PVCCSP to vacate and remove a non-developed planned street and Murrieta Road between Placentia Avenue and the Perris Valley Storm Drain Channel. Though the Proposed Project requires a Specific Plan Amendment, the Proposed Project was found to be consistent with the 2014 March ARB/IPA ALUCP.

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

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" (LCI 2017).

Table 4.8-B of the PVCCSP EIR addresses the PVCCSP's consistency with the goals, policies, and measures of the City's General Plan that were in effect at the time that the PVCCSP was adopted. The PVCCSP EIR concludes that implementation of the PVCCSP, of which the Proposed Project is a part, would not result in inconsistencies with the General Plan goals and policies. However, the PVCCSP EIR was not able to evaluate the consistency of each potential development project within the PVCCSP planning area. Therefore, Table 4.10-3 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 4.10-3. 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.** The PVCCSP includes an Infrastructure Plan that identifies the utility infrastructure necessary to serve the allowed development in the PVCCSP area. 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 Proposed Project are described in Chapter 2, Project Description, of this EIR. As required by City Ordinance No. 1182, the Project Owner/Developer would also be required to pay applicable development fees to mitigate the cost of public facilities that support new development.
Policy II. B	Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent.** The Project Owner/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 578,265 square feet, the occupancy for the building would be approximately 1,157 people. It is anticipated that construction and operational job positions would be filled by workers who would already reside in the local area. Additionally, the PVCCSP was adopted by the City to ensure quality, organized development on the Project Site vicinity. The Proposed Project is consistent with the PVCCSP Light Industrial zoning and would assist the City in achieving its goal of building out the PVCCSP planning area and generating revenue and land use diversity for the local economy.
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 water courses around the Proposed Project have been identified by the Federal Emergency Management Agency (FEMA) as Zone X. Zone X is an area of moderate and minimal flood risk. As identified in EIR Section 4.6, Geology and Soils, the Project Site is not within an Alquist-Priolo Earthquake Fault Zone. Further, compliance with requirements of the PVCCSP EIR, the City's General Plan measures, and recommendations from the Proposed Project-specific Geotechnical Report would ensure that potential impacts related to geology and soils are less than significant.
Circulation Element		
Policy I.A.	Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway	**No Conflict.** The Traffic Impact Analysis prepared for the Proposed Project (included in Appendix L of this EIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service and to implement the PVCCSP's Circulation Plan, consistent with the City's General Plan for the Future Roadway Network. The Proposed Project incorporates the improvements recommended by the traffic analysis (refer to project design feature 4.12-1) and would construct the PVCCSP roadways that are adjacent to the building sites, as required.

Table 4.10-3. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
	Network (refer to City of Perris General Plan).	
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 maintains the existing roadway network and provides roadway improvements based on the demand determined by the Traffic Impact Analysis prepared for the Proposed Project.
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 Owner/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 driving to and from the Project Site would be required to use the City's adopted truck routes. The Proposed Project would be located adjacent to a designated truck route, Wilson Avenue. Trucks would access Interstate 215 by traveling north on Wilson Avenue, west on Rider Street, north on Redlands Avenue, and west on Harley Knox Boulevard. These routes allow for the movement of goods without compromising the circulation or safety of local roads.
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 Impact 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 survey was conducted for the Proposed Project to determine the presence or absence of protected biological resources or protected habitat areas. According to the Proposed 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, remnant raptor nests, or bat guano were detected within the Proposed Project Site. But the Project Site contains suitable habitat for burrowing owl and is within the Stephens' Kangaroo Rat (Dipodomys stephensi) Habitat Conservation Plan area.

Table 4.10-3. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
		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 both 2022 and 2023 surveys. In an abundance of caution, the Proposed Project would implement mitigation measures 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. The Proposed Project would permanently impact approximately 0.002 acre of Multi-Species Habitat Conservation Plan (MSHCP) riparian areas. However, Project-level mitigation measures MM BIO-1 and MM BIO 2 would reduce the potential impacts 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.** As stated in Section 4.3, field surveys completed by Noreas Inc. confirmed that no special-status wildlife species were observed within the study area. However, the Project Site is within a mapped MSHCP Survey Area for burrowing owl. In compliance with the requirements of the MSHCP, a Jurisdictional Assessment and habitat assessments for burrowing owl and Criteria Area and Narrow Endemic Plant Species were conducted for the Proposed Project and are included as Appendix D. The Proposed Project's consistency with the MSHCP was also reviewed and it was determined that, with implementation of the required mitigation measures, the Proposed Project would be consistent with and implement the MSHCP.
Policy IV.A	Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	**No Conflict**. In compliance with PVCCSP EIR mitigation measure MM Cultural 1, a Cultural Resources Study was prepared for the Proposed Project to address potential impacts to historical, archaeological, and paleontological resources. No significant historical, or archaeological resources were found within the Proposed Project disturbance area during site surveys. Due to the potential to encounter unknown resources during construction, Project-level mitigation measures are incorporated into the Proposed Project (refer to mitigation measures MM CUL-1 and MM CUL-2 in Section 4.4, Cultural Resources, and mitigation measure MM GEO-1 in Section 4.6), 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.
Policy V.A	Coordinate land-planning efforts with local water purveyors.	**No Conflict.** As discussed in EIR Section 4.14, Utilities and Service Systems. the Proposed Project would be developed within the PVCC area and is consistent with the PVCCSP land use and growth assumptions assumed in the Water Supply Assessment prepared for the PVCCSP EIR. The Eastern Municipal Water District (EMWD) determined that it will be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing

Table 4.10-3. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
		and future demands. The Project Applicant has also obtained a "will serve" letter from the EMWD indicating that they can provide service to the Proposed Project without impacting their infrastructure. Therefore, there are sufficient water supplies available to serve the Proposed Project from the EMWD's existing entitlements and resources. This is consistent with the land use assumptions of the PVCCSP for industrial uses.
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**No Conflict.** As discussed in Section 4.9 of this Draft EIR, development of the Project Site would involve grading more than 1 acre. Therefore, the Project Owner/Developer would be required to obtain a NPDES General Construction permit and comply with permit requirements effective at the time of construction.
Policy VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	**No Conflict.** There are no hillsides and rock cropping within Project Site boundaries.
Policy X.B.	Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	**Consistent.** As described in Chapter 2, the Proposed Project would provide landscaping, including various tree species, as required by the PVCCSP. The proposed landscaping would include approximately 277 trees.
Policy X.C.	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	**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.
Noise Element		
Policy I.A	The State of California Noise/Land Use Compatibility Criteria shall be use in determining land use compatibility for new development	**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. 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. Noise Element Appendix G shows that future roadway noise levels at General Plan buildout along Placentia Avenue from Wilson Avenue to Murrieta Road are expected to be 70 dBA CNEL at 25 feet from the roadway centerline. Future roadway noise levels at General Plan buildout along Wilson Avenue from Rider Street to Placentia Avenue are expected to be 70 dBA CNEL at 17 feet from the roadway centerline Therefore, roadway noise levels are the primary source of noise at the Project Site. The proposed buildings would be located beyond the 70 dBA CNEL noise contours for all noise sources.
Policy II.A.	Appropriate measures shall be taken in the design phase of future	**No Conflict.** As part of the Proposed Project, Wilson Avenue would be improved. Existing sensitive land uses that may be

Table 4.10-3. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
	roadway widening projects to minimize impacts on existing sensitive noise receptors.	impacted by noise produced from implementation of the Proposed Project include single-family residences located 50 feet to the south across Placentia Avenue; 495 feet to the east across the drainage channel; 340 feet to the northwest across Wilson Avenue; and 695 feet to the west along Redlands Avenue from the Project Site 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. Mitigation measure MM Noise 1 from the PVCCSP EIR requires construction equipment to operate with adequate mufflers. PVCCSP EIR mitigation measure MM Noise 1 also requires that stationary equipment (e.g., compressors or welders) be oriented to direct noise away from the nearest sensitive receptors. PVCCSP EIR mitigation measures MM Noise 2 and MM Noise 3 require stationery equipment, stockpiles, and staging areas to be at least 446 feet from an occupied residence or incorporate additional noise-reduction measures. PVCCSP EIR mitigation measure MM Noise 4 limits haul truck deliveries to the same hours allowed for construction. As concluded in EIR Section 4.11, Noise, the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels and the potential impact would be less than significant.
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 use is not a noise sensitive land use. As discussed above, the proposed building 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 Proposed Project proposes an industrial land use within 160 feet of a sensitive land use (a residence). As shown in Table 4.11-8 in Section 4.11, Noise, the Proposed Project operation is expected to range between 41 and 53 dBA CNEL at the nearby sensitive receivers and would not exceed the City's General Plan land use compatibility criteria of 60 dBA CNEL at residential land uses.
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 Proposed Project would improve the roadway abutting the Project Site to serve the proposed use and would improve emergency access to the Project Site and surrounding areas to ensure adequate evacuation and emergency vehicle access. All roadway improvements and access would be constructed in accordance with City standards. The Proposed Project is required to comply with the City's development review process including review for compliance with all applicable fire code requirements for access to the site. The Proposed Project has been reviewed by the Riverside County Fire Department to determine the specific fire requirements applicable to the Proposed Project and has been designed in compliance with these requirements. This ensures that the Proposed Project would provide adequate emergency access to and from the site.

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Policy Number	Policy	State of Consistency
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, 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 Placentia Avenue and Wilson 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.** The Project Site would be accessible via two truck accessible driveways and one automobile access only driveway along Wilson Avenue. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. The two truck accessible driveways on the northwest and southwest corners of the Project Site would be left-in and right-out only driveways and auto-only center driveway would be a full-access driveway. 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, courses around the Proposed Project have been identified by FEMA as Zone X. Zone X is an area of moderate and minimal flood risk. The Proposed Project is not located in an area of high flood hazard according to the Safety Element.
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 paving a large amount of the Project Site (approximately 84 percent of the Project Site) into impervious surfaces (concrete or asphalt and the warehouse building). However, in the post-development condition, the drainage characteristics would remain similar compared to the pre-project condition. Runoff from the Project Site would be managed in four drainage management areas. Runoff from the Project Site would be captured via proposed catch basins and conveyed via proposed storm drain pipes to proposed on-site BMPs.
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, the water courses around the Proposed Project have been identified by FEMA as Zone X. Zone X is an area of moderate and minimal flood risk.
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 City General Plan 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,	**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

Table 4.10-3. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
	including connections to at least two roadways for evacuation.	areas. Access to the Proposed Project would be provided from the roadways surrounding the Project Site. The Project Site would be accessible via two truck accessible driveways and one automobile access only driveway along Wilson Avenue. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. Roadway improvements and access would be constructed in accordance with City standards.
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.
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.	**No Conflict.** As previously identified, the nearest airport to the Project Site is March ARB/IPA located approximately 3.2 miles north of the Project Site. On November 13, 2014, the Riverside County ALUC adopted the March ARB/IPA ALUCP. The Project Site is located within the AIA of March ARB/IPA and is subject to the 2014 March ARB/IPA ALUCP. As identified in EIR Section 4.8, Hazards and Hazardous Materials, the Proposed Project incorporates and would comply with PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6 to address potential impacts to March ARB/IPA airport operations. With incorporation of PVCCSP EIR mitigation measures MM HAZ 2 through mitigation measure MM HAZ 6, the Proposed Project would not result in a conflict with any of the policies or requirements outlined in the March ARB/IPA ALUCP.
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.	**No Conflict.** ALUC determined that the Proposed Project is consistent with the 2014 March ARB/IPA ALUCP.
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, the PVCCSP EIR, and the 2016 California Building Code (CBC), as adopted by the City, provides guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events, and the Project Owner/Developer 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 measures and mitigation measure MM Geo 1 from the PVCCSP EIR, the Proposed Project would be designed and constructed in accordance with all final Geotechnical Report recommendations (General Plan Measure I.E.2).
Policy S- 7.2	Require geological and geotechnical investigations by State-licensed professionals in areas with potential	**No Conflict.** As identified in EIR Section 4.6, a Geotechnical Investigation was prepared by Southern California Geotechnical for the Proposed Project and is included as Appendix F. The

Table 4.10-3. City of Perris General Plan Consistency Analysis

Policy Number	Policy	State of Consistency
	for seismic and geologic hazards as part of the environmental and development review and approval process.	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, 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, 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 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 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 Owner/Developer would develop the vacant site with a Light Industrial use consistent with the design guidelines and development standards outlined in the PVCCSP. The Proposed Project includes 5,000 square feet of mezzanine space that would provide an area for people to congregate and interact.
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.

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Policy Number	Policy	State of Consistency
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 CBC, and a building size of 578,265 square feet, the occupancy for the building would be approximately 1,157 people. With this estimated occupancy of people, based on the CBC method for determining concentration of people, it would result in an average of 43 people per acre (based on a net site acreage of approximately 27.26 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.** As previously identified, an objective of the PVCCSP is to promote sustainable development. Refer to the consistency analysis for Goal 5 of the 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 of this EIR, the Proposed Project would be implemented in compliance with applicable regulations for the protection of water quality during construction and operation.
Policy HC 6.3	Promote measures that will be effective in reducing emissions during construction activities. Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the	**No Conflict**. As further discussed in Section 4.2 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 measures from the PVCCSP EIR to reduce Project-related construction emissions, and additional Project-specific mitigation measures have been identified to further reduce air emissions during construction.

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Policy Number	Policy	State of Consistency
	pollutant for which the daily threshold is exceeded.	
Environmental Justice Element		
Goal 3.1 Policy	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. 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."	**No Conflict.** The Proposed Project is consistent with surrounding commercial and industrial land uses and is consistent with the City's General Plan and PVCCSP land use designations and intensity. The Project Site would be surrounded by an eight-foot-high tube steel fencing with 24-inch square block pilasters at 50 feet on center separation along the north and east property line and a 14-foot concrete tilt-up screen wall along the south property line. A 14-foot-high concrete painted screen wall would be provided along the Project Site to the existing drainage channel at the northwest corner. This would minimize potential impacts to surrounding sensitive receptors.
Goal 3.1 Policy	Support identification, clean-up, and remediation of local toxic sites through the development review process.	A Phase I ESA was completed for the Proposed Project and is attached to this EIR as Appendix G. 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.
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.	**No Conflict.** As further discusses in Section 4.2 of this EIR, the Proposed Project would implement PVCCSP EIR mitigation measure MM Air 11, which requires signage be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of 5 minutes.
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,	**No Conflict.** The City has not adopted official Good Neighbor Policies for 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.

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Policy Number	Policy	State of Consistency
	schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	
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 7 bicycle parking stalls. The Proposed Project also includes the construction of sidewalks along roadways adjacent to the Project Site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.

Notes: AIA = Airport Influence Area; 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; PVCCSP = Perris Valley Commerce Center Specific Plan

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.

As identified in Chapter 6.0, Other CEQA Considerations, of the PVCCSP EIR, 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. The PVCCSP EIR concludes that cumulative impacts associated with the development of allowed uses under the PVCCSP, which would include the Proposed Project, would be consistent with all applicable General Plan policies and regional plans, and cumulative impacts would be less than significant.

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 LU-2: 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 and the PVCCSP, 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 Proposed 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 the California Environmental Quality Act (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 and PVCCSP; (2) the Proposed Project would 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

The Proposed Project would be consistent with applicable land use plans, policies, and regulations. A less than significant impact would occur.

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.