



NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT
REPORT AND NOTICE OF A PUBLIC SCOPING MEETING
NEW PERRIS COMMERCE CENTER SPECIFIC PLAN PROJECT

Date: July 26, 2024

To: State Clearinghouse, Property Owners,
Responsible and Trustee Agencies and
Interested Parties

From: City of Perris
Planning Division
135 North "D" Street Perris, CA 92570

Subject: Notice of Preparation and Public Scoping Meeting Notice for the preparation of a Draft Environmental Impact Report for the New Perris Commerce Center Specific Plan Project – General Plan Amendment (GPA) 23-05153, Specific Plan Amendment (SPA) 23-05115, Development Permit Review's (DPR) 23-00011, DPR 24-00006 and DPR 24-00007, Tentative Parcel Map (TM) 23-05154, Development Agreement (DA) No. 24-05168

Scoping Meeting: **August 7, 2024, at 6:00 p.m.** (To be held in person)
Perris City Council Chambers
101 N. D Street
Perris CA 92570

NOP Comment Period: **July 26, 2024 through August 26, 2024**

Project Title: New Perris Commerce Center Specific Plan Project

Project Applicant: Industrial VI Enterprises, LLC., a Delaware Limited Liability Company
4740 Green River Road, #110
Corona CA, 92878

Notice Of Preparation of a Draft Environmental Impact Report (EIR): The City of Perris (City) will be the Lead Agency pursuant to Section 15052 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines). The City will prepare a Draft Environmental Impact Report (EIR) for the proposed New Perris Commerce Center Specific Plan Project (Project). This Notice of Preparation identifies the Project applicant, contains the proposed Project description including Project setting and location, and identifies the potential environmental effects of the proposed Project. A vicinity map is included in this Notice of Preparation.

The City is requesting input from you or your agency or organization as to the scope and content of the environmental information that is relevant to your agency or organization's statutory responsibilities or interests in connection with the Project. Due to time limits mandated by State law, your response must be received at the earliest possible date, **but not later than 30 days** after the date of this Notice of

Preparation. The public comment period for this Notice of Preparation begins on July 26, 2024, and is set to close at 5:00 p.m. on August 26, 2024. Please send written comments to Mathew Evans, Project Planner, at the address shown above or via email at mevans@cityofperris.org. Please include the name and contact person of the agency or organization.

I. Project Location and Setting

Regional Vicinity

The Project site is located within the City of Perris in Riverside County, California. The City is located in the Perris Valley midway between the San Jacinto and the Santa Ana Mountains and encompasses approximately 40 square miles in northwestern Riverside County. Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport. On the south, it is bordered by the City of Menifee, on the southwest by the City of Canyon Lake, on the east by unincorporated Riverside County, and on the west by the community of Mead Valley and unincorporated Riverside County. One major freeway and one railroad transect Perris. Interstate 215 (I-215) runs north/south near the eastern edge of the City and the BNSF Southern Transcon line from Riverside traverses through the City along I-215 in the north and transitions southeast along Case Road. Please see **Figure 1: Regional Map**. The Project site is located within the Perris quadrangle of the United States Geological Survey's (USGS) 7.5-minute topographic map series in Section 5 of Township 5 South, Range 3 West, see **Figure 2: USGS Topographic Map**.

Local Vicinity

The Project site is located in the Central Core planning area of the City of Perris and is approximately 1.25 miles east of the downtown area. The Project site is located approximately 0.5 mile north of I-215 and approximately 2 miles northwest of the I-215/State Route 74 (SR-74) West interchange. San Jacinto Avenue borders the Project site to the north, and Ellis Avenue to the south. The Perris Valley Storm Drain channel borders the Project site to the east, and then traverses the southern portion of the property between the proposed development area and proposed undisturbed area or open space/conservation area. Please see **Figure 3: Vicinity Map**. The Project site is comprised of Assessor's Parcel Numbers (APNs): 310-200-05 and 014, 310-220-003, "022", "029", "047", "048", "055", and "056". Please see **Figure 4: Existing Project Site Parcels**.

Existing Land Uses

The Project site is currently undeveloped and there are no existing structures onsite, with the exception of a small, paved landing strip that is utilized by hobbyists for remote controlled aircraft. The landing strip is located in the northern portion of the site (APN: 310-220-055). The landing strip is operated by the Riverside Radio Control Club. The landing strip is approximately 500 feet in length and this area includes a shade structure next to the landing strip. The aircraft area is accessed by a dirt road that extends south from San Jacinto Avenue to the landing strip. Most of the dirt road is offsite but enters the property at the northern boundary of parcel 310-220-055.

Other features within the Project site include an easement area for the Perris Valley Storm Drain channel. The channel borders the Project site to the east and then enters the Project site at the northern boundary of parcel 310-220-055. Within the property the channel turns southwest where it

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merges with the San Jacinto River and flows southwest off the Project site and under I-215. The San Jacinto River enters the Project site from the east between parcels 310-220-055 and 310-220-056.

Nearly all of the native vegetation onsite has been previously removed as a result of past agricultural activities. The Project site has been regularly disced to support dry farming activities. Discing was done in a manner to avoid populations of known sensitive plant species onsite. Some native vegetation exists within the channel and riverbed areas.

The Project site is surrounded by other agricultural uses immediately north, east, and south of the Project site. Land uses to the west include other agricultural uses, I-215, and a commercial Boat and Recreational Vehicle sales yard and commercial building with supporting uses (i.e., sales office and repair shop). Approximately 1,000 feet to the northeast of the San Jacinto Avenue/Murrieta Road intersection are residential uses and public recreation areas. Additional details shown below in **Table 1: Land Uses**.

Table 1: Land Uses

Location	City Land Use Category/Zoning District	Existing Land Use
Project Site	New Perris Valley Specific Plan/New Perris Specific Plan (NP-SP)	Undeveloped agricultural land
North	R-6 Residential/Park West Specific Plan (PWSP)/Multi-family Residential 14 (MFR-14)	Undeveloped agricultural land
South	Interstate 215 right-of-way	Undeveloped agricultural land
East	Park West Specific Plan, Rural Residential (Unincorporated Riverside County)	Undeveloped agricultural land, Perris Valley Storm Drain channel, San Jacinto River
West	Commercial Community	Undeveloped agricultural land, Commercial; RV Sales, Interstate 215
Source: City of Perris General Plan, 2005		

Existing General Plan Designations and Zoning Classifications

The Project site is located within Planning Area 5: Central Core within the City's Comprehensive General Plan 2030, approved by the City Council in 2005. The Land Use Element was last updated in 2013. The General Plan designation for the Project site is NP-SP – New Perris Specific Plan. The NP-SP designation identifies the Project site as being located within the boundaries of the New Perris Specific Plan, which was originally approved by the City Council on October 30, 1989 (Case GPA 88-57, Resolution No. 1740) for a project of approximately 596 acres in the City of Perris. The original Specific Plan included commercial, office, multi-family and recreational/open space designations. The approval for the Specific Plan also included a General Plan Amendment to change the General Plan land use designations of the 596-acre Specific Plan site from Agriculture to Specific Plan and to incorporate the Ellis/Evans Avenue interchange at the I-215 freeway and the Evans Avenue Corridor into the Circulation Element of the General Plan (GPA 89-33, Resolution No. 1739).

On August 31, 2010, the City of Perris Certified an EIR and approved the South Perris Industrial Project and approved a Specific Plan Amendment to the New Perris Specific Plan to remove Planning Areas 1-8 from the Specific Plan boundary. The South Perris Industrial Project was intended to permit the development of up to 7.4 million square feet of distribution warehousing uses on three sites (New Perris Specific Plan Planning Areas 1 to 8) for 3 buildings. The New Perris Specific Plan includes the development standards for the remainder of the Planning Areas, 9 to 19, for the approximately

345 remaining acres.¹ The amended Specific Plan land uses permit the uses as identified above, including the construction of up to 114 dwelling units in Planning Areas 12, 17, and 19 of the existing planning boundaries. None of the planned uses within the current New Perris Specific Plan area have been developed.

The City approved and adopted the Comprehensive General Plan 2030 in April 2005. Individual elements of the General Plan have been updated on a periodic basis since the General Plan was adopted in 2005. The Project site is located within the existing boundaries of the New Perris Specific Plan. The existing General Plan and Zoning Classifications for the Project site are shown in **Figure 5: Existing General Plan Map** and **Figure 6: Existing Zoning Classifications**. The amended New Perris Specific Plan Land Use Map is shown in **Figure 7: New Perris Specific Plan Land Use Map**.

The California Government Code (CGC) (Title 7, Division 1, Chapter 3, Article 8, §§ 65450–65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Project will be prepared in conformance with the goals and policies of the Perris General Plan, in providing a mixed-use retail/commercial/high-cube logistics/e-commerce use on an underutilized property, creating new employment opportunities, and providing regulations through the Specific Plan as an implementation tool that would support the success of an employment area of the City. The Project would approve the Specific Plan for the property to allow for the development of up to approximately 3.7 million square feet (sf) of mixed-use retail/commercial/high-cube logistics/e-commerce uses, as well as dedicated open space to support the Project development.

II. Project Description

Proposed General Plan Designations and Zoning Classifications

The proposed Project includes a Specific Plan Amendment that would rescind the existing New Perris Specific Plan and replace it with the New Perris Commerce Center Specific Plan. This change would remove the existing specific plan designations of commercial, golf course, hotel, residential, and research and development. The proposed New Perris Commerce Center Specific Plan would include a development plan identifying the land uses, site access and transit connections, circulation, drainage, water, sewer, and public facilities and services, as well as development standards and permitted land uses for the planning areas within the New Perris Commerce Center Specific Plan. The Tentative Map would establish the legal subdivision of the individual parcels. Please see **Figure 8: Proposed Specific Plan Area**.

The Project is for the development of a large format high-cube logistics and e-commerce center. The Project site would consist of up to approximately 3.7 million square feet of mixed-use retail, light industrial/minor accessory commercial, high-cube logistics and e-commerce uses including parking areas for cars and trailers and landscaped areas as identified in Planning Areas (PAs) 1-5 described in **Table 2: Land Use Plan, below**.

¹ The NPSP identified Planning Area 9-19 at 389 acres. Updated land surveys of this area have determined the area to be approximately 345 acres which is what is used in the New Perris Commerce Center Specific Plan. Additionally, the New Perris Specific Plan included portions of the Perris Valley Storm Drain within the Specific Plan area, which the proposed project does not.

The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Two plans are under consideration for the Project: the Preferred Land Plan, **Figure 9: Preferred Land Plan**, and the Secondary Land Plan, **Figure 10: Secondary Land Plan**. The Secondary Land Plan will be analyzed at a California Environmental Quality Act (CEQA) level depth for purposes of informed decision making. Due to the speculative nature of the commercial and industrial development under the Specific Plan and in order to represent a worst-case scenario, the analysis assumes a larger footprint of total industrial development of 3.7 million square feet within PAs 2, 3 and 4. It is anticipated that development of the worst case would be developed under the same phasing assumptions.

Figure 11: Conceptual Land Use Plan, shows each planning area identified in **Table 2**, below.

Land Use Plan

Table 2: Land Use Plan, provides the overall conceptual development for the Project and guides the development of the anticipated high-cube logistics, e-commerce, retail, ancillary commercial uses, parking areas, and open space. The New Perris Commerce Center Specific Plan area is divided into five planning areas comprised of 9 parcels. Planning Area 1a is designated for retail uses and Planning Area 1b is designated for lighter use industrial park with minor accessory commercial uses and parking areas; Planning Area 2 is designated for industrial park, high cube logistics, with potential e-commerce uses, and auto and trailer parking areas; Planning Area 3 is designated for industrial park, high cube logistics, with potential e-commerce uses and auto and trailer parking areas; and Planning Area 5 is designated for as a proposed Undeveloped Area or open space/conservation area with approximately 111 acres dedicated for perpetual conservation in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), as depicted in **Figure 11. Figure 12: Secondary Conceptual Land Use Plan**, shows the land use plan for the Secondary Land Use Plan.

Table 2: Land Use Plan

Planning Area (PA)	Land Use	Size (Acres)	Intensity/Building Area (Square Feet)	Maximum Allowed Floor Area Ratio (FAR)
Retail				
PA 1a	Retail	1.6	6,780	0.75
Industrial Park - Light Industrial/Minor Accessory Commercial/Office				
PA 1b	Industrial Park: Light Industrial/Minor Accessory Commercial/Office	13.6	249,300	0.75
Industrial Park - High-Cube Logistics/E-Commerce				
PA 2	Industrial Park: High-Cube Logistics/E-Commerce	65.8	1,337,350	0.75
PA 3	Industrial Park: High-Cube Logistics/E-Commerce	77.2	823,370	
PA 4	Industrial Park: High-Cube Logistics/E-Commerce	61.5	1,221,000	
Retail/Industrial Subtotal	--	219.7	3,431,720	0.75

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Planning Area (PA)	Land Use	Size (Acres)	Intensity/Building Area (Square Feet)	Maximum Allowed Floor Area Ratio (FAR)
Open Space				
PA 5	Open Space/Land Conservation	111.0	--	--
PA 5	Existing Storm Channel	16.3	--	--
Open Space Subtotal	--	127.3	--	--
Public Right-of-Way	--	37.9	--	--
Total	--	345	Up to: <ul style="list-style-type: none"> • 6,780 of retail • 250,000 of light industrial/ancillary commercial • 3.5 million of high-cube logistics/e-commerce 	0.75 (max)
1. Maximum buildable square footage is calculated for the site as a whole and may be divided up amongst planning areas, not to exceed the identified amount. 2. Includes approximately 111 acres of proposed undisturbed area or open space/land conservation. Total potential undisturbed area or open space/land conservation area is approximately 128 acres. 3. The maximum Industrial FAR shall not exceed a total of 0.75 of the permitted high-cube logistics/e-commerce, light industrial, accessory commercial, and mixed-use retail total acreage within the permitted Planning Areas (approximately 221 acres). Maximum FAR may exceed 0.75 FAR within one parcel or if parking and other requirements are met or can be accommodated within an adjacent lot and with a reciprocal parking agreement/shared parking agreement and the total FAR does not exceed 0.75 for the New Perris Commerce Specific Plan or up to 3.7 million square feet.				

The Primary Land Plan and Secondary Land Plan, shown in Figures 9 and 10, respectively, are an illustration of the potential configuration of the Project site, taking the square footage in Table 2 into consideration. The final site plan presented for entitlement approval by the City may differ based on final design; however, the square footages outlined in Table 2, above would not be exceeded.

Circulation Plan

The project includes a General Plan Amendment to amend the General Plan Circulation Element to remove a planned freeway interchange at the eastern end of Ellis Avenue.

Vehicular Circulation

Two new public roads would be constructed to provide access to the proposed development area. The first public road would be the Murrieta Road extension and this roadway would be designed as a secondary arterial road per the New Perris Commerce Center Specific Plan roadway specifications. Project traffic would be served by San Jacinto Road with access to I-215 via the SR-74 West interchange on a temporary basis. Once the future I-215 overpass to the south is constructed, Project truck traffic would use the overpass to access the City designated truck route on Ellis Road and Case Road to I-215 via the SR-74 East Interchange to enter and exit the Project site. Passenger vehicles would continue to use San Jacinto Road.

The second public road would be a cul-de-sac that would be constructed off the extension of Murrieta Road between PA 2 and PA 3 that would provide full access to all structures within PA 3. This

road would be designed as a collector road per the New Perris Commerce Center Specific Plan roadway specifications.

On-site traffic signage and striping would be more specifically defined during the Development Plan Review process and would be implemented in conjunction with construction documents for development within the Specific Plan area.

Murrieta Road –Murrieta Road is a Major Collector Road north of San Jacinto Avenue as indicated on the City's Circulation Element map and is planned in the Circulation Element to border the Project site to the west. The Project would extend Murrieta Road south of San Jacinto Road into the interior of the Specific Plan site where it would be constructed as a secondary arterial road. Murrieta Road would provide access through the New Perris Commerce Center Specific Plan area including access to the retail/mixed use area within PA 1a and to PAs 2 through 4.

The City is considering a separate, future development plan for a connection between Murrieta Road and Ellis Road on the west side of I-215. The future development would include extending Murrieta Road via an offsite transition to a freeway overpass over I-215, connecting with Ellis Avenue on the west side of I-215. The overpass would not include any interchange ramps and would not have any roadway connections to I-215 or change existing freeway operations in this area. The proposed overpass is considered a separate project from the proposed Project and would require a separate approval process and CEQA review. The Specific Plan would design Murrieta Road to accommodate a future connection with a proposed I-215 overcrossing should one be constructed in the future.

Site Access and Internal Circulation

In addition to the two new public roads, access to buildings for visitors, employees, and trucks would be provided via private driveways and drive aisles with the final location/design determined at the time of building submittal. Two-way drive aisles are required to have a minimum width of 24 to 26 feet depending upon their location relative to buildings, subject to approval of a fire access plan by the Riverside County Fire Department as part of a Development Plan Review. Access aisles for multiple axle trucks and areas with loading docks must be a minimum of 40 feet in width (Perris Municipal Code § 19.69.030). As outlined in the Perris Municipal Code, sightlines at intersections must be kept clear of obstructions.

Grading and Utilities

Topography

The topography of the Project site is generally gently sloping to the southwest. Grading of the site would be done in a manner to accommodate new development and new public roadways in accordance with California Building Code requirements and City grading standards. Earthwork for the site is anticipated to require an import of soils to raise future building pads and parking areas above the existing floodplain. Retaining walls may be needed in areas of elevation differential between parcels and/or along the Project site boundary. Borrow site and soil stockpiles may be used throughout the construction of the Project and would be based on the sequencing and phasing of construction. Any stockpiling that would be necessary would be identified on the grading plans prepared for grading permits.

Utilities

There are currently seven existing Southern California Edison (SCE) power poles and overhead powerlines along the northerly portion of the site along San Jacinto Avenue. Some of the poles of may be required to be relocated to accommodate a Project driveway or other roadway improvements, but the overall alignment of the powerlines is not proposed to change.

The Project site is expected to be served with electric power through electricity distribution lines that are both aboveground and buried. The Project would connect to the existing SCE lines which would enable services to the site. The Project Applicant would work with SCE to tie into, relocate, and extend services into the site as required.

Development of the Project site would result in slight modifications to the existing man-made drainage patterns but would not substantially alter flows. In addition, the Project would include the installation of an integrated, on-site system consisting of measures designed to capture and control stormwater. These measures may include, but would not necessarily be limited to, underground storm drainpipes, catch basins, underground infiltration basins, low impact development stormwater techniques, and other structural best management practices to capture on-site stormwater runoff, and temporarily capture and hold stormwater before conveying the runoff off-site.

Project Phasing/Construction

Construction of the Project is proposed to take place in three general phases with each phase based on market demand. **Table 3: Conceptual Phasing** outlines the anticipated phasing of the buildout of the New Perris Commerce Center Specific Plan; however, multiple phases may occur concurrently, or in a different order than currently anticipated.

Table 3: Conceptual Phasing

Phase	Planning Area
Phase 1	Planning Area 1a – Retail Planning Area 1b - Industrial Park, Light Industrial/Minor Accessory Commercial, Office Building 1 of PA 2 - Industrial Park with High-cube Logistics/E-Commerce Building 4 of PA 4 - Industrial Park with High-cube Logistics/E-Commerce
Phase 2	Buildings 2 and 3 of PA 3 Industrial Park with High-cube Logistics/E-Commerce
Phase 3	Planning Area 5 – Undisturbed Area or Open Space/Conservation Area Dedication

The only factor limiting the phases is that infrastructure must be available for the construction of each phase. The Project would be phased to:

- Provide for the orderly build-out of the Project based upon market demand;
- Provide adequate infrastructure to service the Project; and,
- Phases may occur concurrently or in alternative order so long as the associated infrastructure and parking is provided.

Construction would include: (1) grading, (2) road and utility infrastructure, (3) building construction, (4) paving, (5) architectural coating, and (6) landscaping.

SB 330 Receiver Site

The Project site is within the existing boundaries of the New Perris Specific Plan, initially approved by the City Council on October 30, 1989 for a project of approximately 596 acres in the City of Perris but amended in 2010 to remove Planning Areas 1-8 from the Specific Plan boundary. The New Perris Specific Plan planned for the development of commercial, office, multi-family, and recreational/open space designations. The land uses identified in the amended New Perris Specific Plan would permit the abovementioned uses, including constructing up to 114 dwelling units in Planning Areas 12, 17, and 19 of the existing planning boundaries. All of the planned uses within the current New Perris Specific Plan area have yet to be developed.

As discussed above, the Project consists of a new Specific Plan, the New Perris Commerce Center Specific Plan, for the development of retail, light industrial, minor accessory commercial, office, high-cube logistics/e-commerce uses, and open space on approximately 345 acres of undeveloped land. The Project includes a Specific Plan Amendment that would repeal the existing New Perris Specific Plan and replace it with the New Perris Commerce Center Specific Plan.

Governor Newsom signed the Housing Crisis Act of 2019 - Senate Bill 330 (SB 330) on October 19, 2019. SB 330 was meant to reduce the time needed to obtain building permits and disallow local governments from reducing densities in residential developments. SB 330, specifically for the proposed Project, prohibits a jurisdiction from amending the current zoning and land use designations in the General Plan that reduce density and requires replacement housing sites when land designated for housing development is changed to non-housing.

SB 330 provides that the City shall not “chang[e] the general plan land use designation, specific plan land use designation, or zoning...to a less intensive use... below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018”. However, the SB 330 includes an exception, and general plan and zoning designation changes to a “less intensive use” are permitted so long as the City concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction, such that there is no net loss in residential capacity (Government Code § 66300(i)). Accordingly, to account for the loss of designated residential uses within the Project site, the Project must identify a replacement site for redesignation to accommodate the loss of 114 dwelling units from the New Perris Specific Plan.

Therefore, the Project Applicant has identified a replacement site within the Green Valley Specific Plan area that could provide an alternate replacement/opportunity site located in Planning Area 29 (5.9 acres), within the Green Valley Specific Plan. The Green Valley Specific Plan area is located south of the Project site and on the west side of Interstate 215, within Planning Area 8: Perris Valley Airport of the City of Perris General Plan, south of Case Road and north of Ethanac Road. Planning Area 29 is identified as a replacement site due to its location adjacent to Planning Area 30, which is designated for multi-family housing (higher density) development, its lot size (5.9 acres), the opportunity for mixed-use development, its location adjacent to the future Perris Metrolink Station, and the ability for that Planning Area to accommodate the additional density (114 residential units). The proposed receiver site is shown in **Figure 13: Green Valley Specific Plan Land Use Map – Proposed SB 330 Receiver Site**. As such, the Project Applicant is proposing a Specific Plan Amendment to increase the allowable density on a portion of the Green Valley Specific Plan to accommodate the loss of

114 residential units currently allowed under the New Perris Specific Plan that would occur if the Specific Plan Amendment for the Project is approved.

III. Required Entitlements / Approvals

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state, and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in the Draft EIR when making their permit determinations. The Project consists of applications for a General Plan Amendment (GPA) 23-05153, Specific Plan Amendment (SPA) 23-05115, Development Permit Review's (DPR) 23-00011, DPR 24-00006 and DPR 24-00007, Tentative Parcel Map (TPM) 23-05154, and a Development Agreement (DA) 24-05168.

Other permits required for the Project may include but are not limited to the following: issuance of regulatory permits from the wildlife agencies, encroachment permits; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

Section 15124 (d) of the State CEQA Guidelines requires that an EIR project description include a list of permits and other approvals required to implement a proposed project, the agencies expected to use the EIR in their decision making, and related environmental review and consultation requirements. The anticipated approvals required to implement the Project are identified below in **Table 4: Agency Approvals for the Proposed Project**, by agency:

Table 4: Agency Approvals for the Proposed Project

Agency	Approval/Permit
City of Perris	<ul style="list-style-type: none">• Final EIR Certification• General Plan Amendment• Specific Plan Approval and Adoption (Proposed Project)• Specific Plan Approval and Adoption (Green Valley Specific Plan)• Development Permit Review• Development Agreement• Tentative Parcel Map• Building Plans/Permits• Grading Plans/Permits• Certificates of Occupancy and Temporary Certificates of Occupancy• Infrastructure Plans/Permits• Local Jurisdiction Encroachment Permit• Landscape Plan• Drainage Plan• Site Development Plan• Water Quality Management Plan
United States Army Corps of Engineers (USACE)	<ul style="list-style-type: none">• Approval of permits under Section 404 of the Clean Water Act to alter Waters of the United States (if necessary)
California Department of Fish and Wildlife (CDFW)	<ul style="list-style-type: none">• Approval of a streambed authorization agreement pursuant to Section 1602 of the California Fish and Game Code if impacting streambed. No impacts have been identified.

Agency	Approval/Permit
	<ul style="list-style-type: none"> Approval of incidental take permit(s) pursuant to Section 2081 (b) of the California Fish and Game Code if required. No impacts have been identified.
Eastern Municipal Water District	<ul style="list-style-type: none"> Approval of agreement of potable water service. Approval of agreement for recycled water and sewer facilities Water, Sewer, and Recycled Water Plans
Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> National Pollutant Discharge Elimination System Permit Approval of a Water Quality Certification under Section 401 of the Clean Water Act (if necessary)
Riverside County Flood Control District	<ul style="list-style-type: none"> Approval of modifications to existing drainage facilities.
Western Riverside County Regional Conservation Authority	<ul style="list-style-type: none"> Habitat Evaluation and Acquisition Negotiation Strategy (HANS)/Joint Project Review
South Coast Air Quality Management District	<ul style="list-style-type: none"> Dust Control Plan, and other permits as necessary

IV. Probable Environmental Effects of the Project

The Draft EIR for the Project will contain a detailed Project Description, a description of the existing environmental setting of the Project site and surrounding area, analysis of Project-specific environmental impacts, analysis of cumulative impacts, identification of additional Project-specific mitigation measures required to reduce potentially significant impacts, and an analysis of alternatives to the Project that could reduce one or more of the potentially significant impacts of the Project.

The analysis to be provided in the forthcoming Draft EIR, and the supporting technical studies to be included in the Draft EIR, will address the following environmental topics due to the potential for significant impacts, and mitigation measures will be identified, if necessary:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

V. Future Public Meetings

As identified previously, the City of Perris will conduct a Draft EIR scoping meeting on **August 7, 2024** at 6:00 p.m. at the Perris City Council Chambers located at 101 N. D Street, Perris CA 92570. At the meeting, the City will provide background information on environmental impact reports, provide a brief overview of the Project, and will solicit public input on environmental issues to be addressed

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in the Draft EIR and on items of public concern. Issues identified during the scoping meeting will be addressed in the Draft EIR (as appropriate).

VI. Response to This Notice of Preparation

This Notice of Preparation is available for review on the City's website at:

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>

Copies of the Notice of Preparation are available for review at the Cesar E. Chavez Library located at 163 E. San Jacinto Avenue in Perris and at the City of Perris Development Services Department located at 135 North D Street.

Please provide written comments no later than 30 days from receipt of this Notice of Preparation. According to Section 15082(b) of the State CEQA Guidelines, your comments should address the scope and content of environmental information related to your agency's area of statutory responsibility. More specifically, your response should identify the significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the Draft EIR; and, whether your agency will be a responsible agency or a trustee agency, as defined by State CEQA Guidelines Sections 15381 and 15386, respectively. Please return all comments to the following address or email:

Mathew Evans, Project Planner
City of Perris, Development Services Department
135 North D Street
Perris, CA 92570
Email: mevans@cityofperris.org

Signature: 

Mathew W. Evans, Project Planner

The City of Perris appreciates your conscientious attention to the Notice of Preparation.

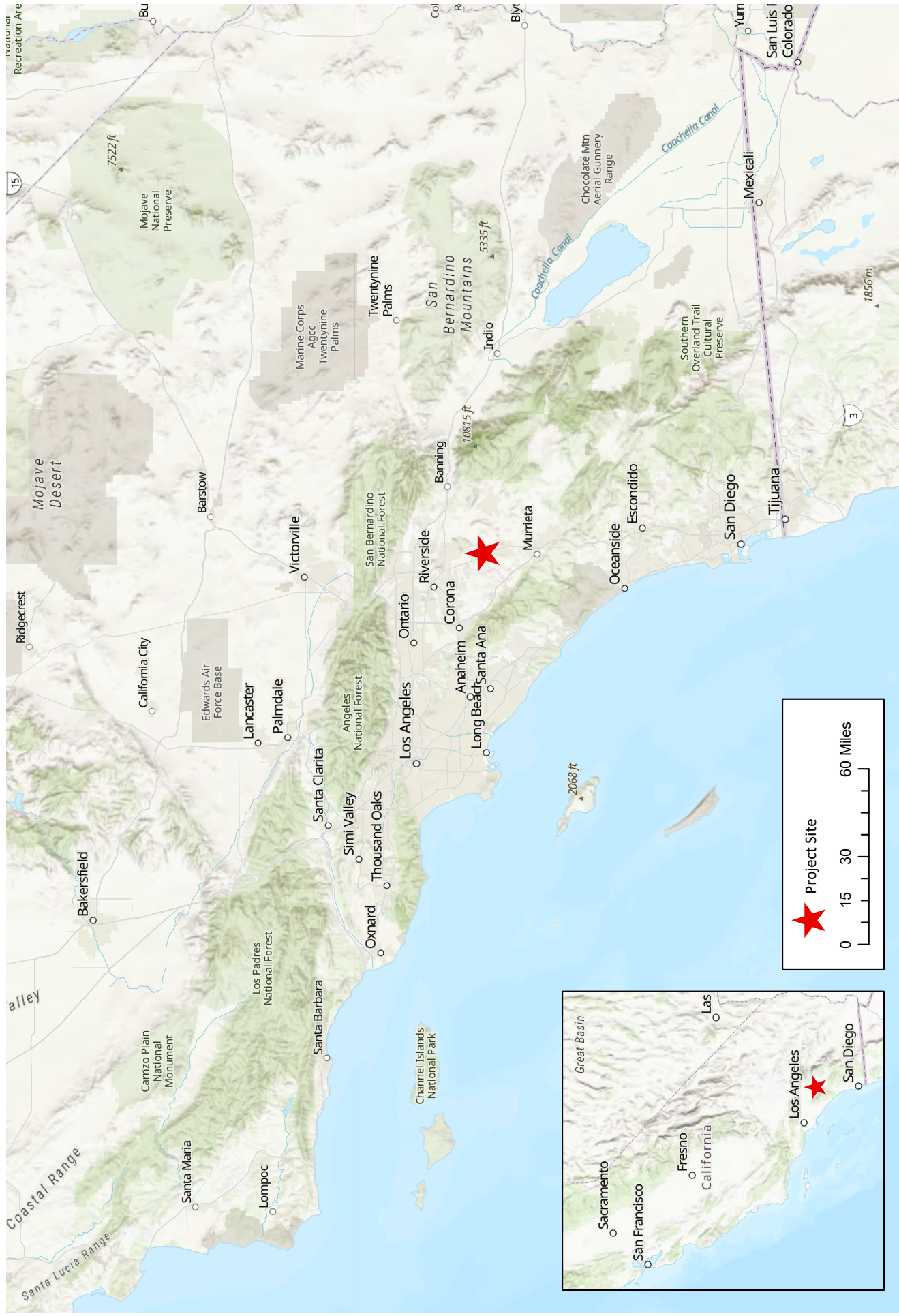
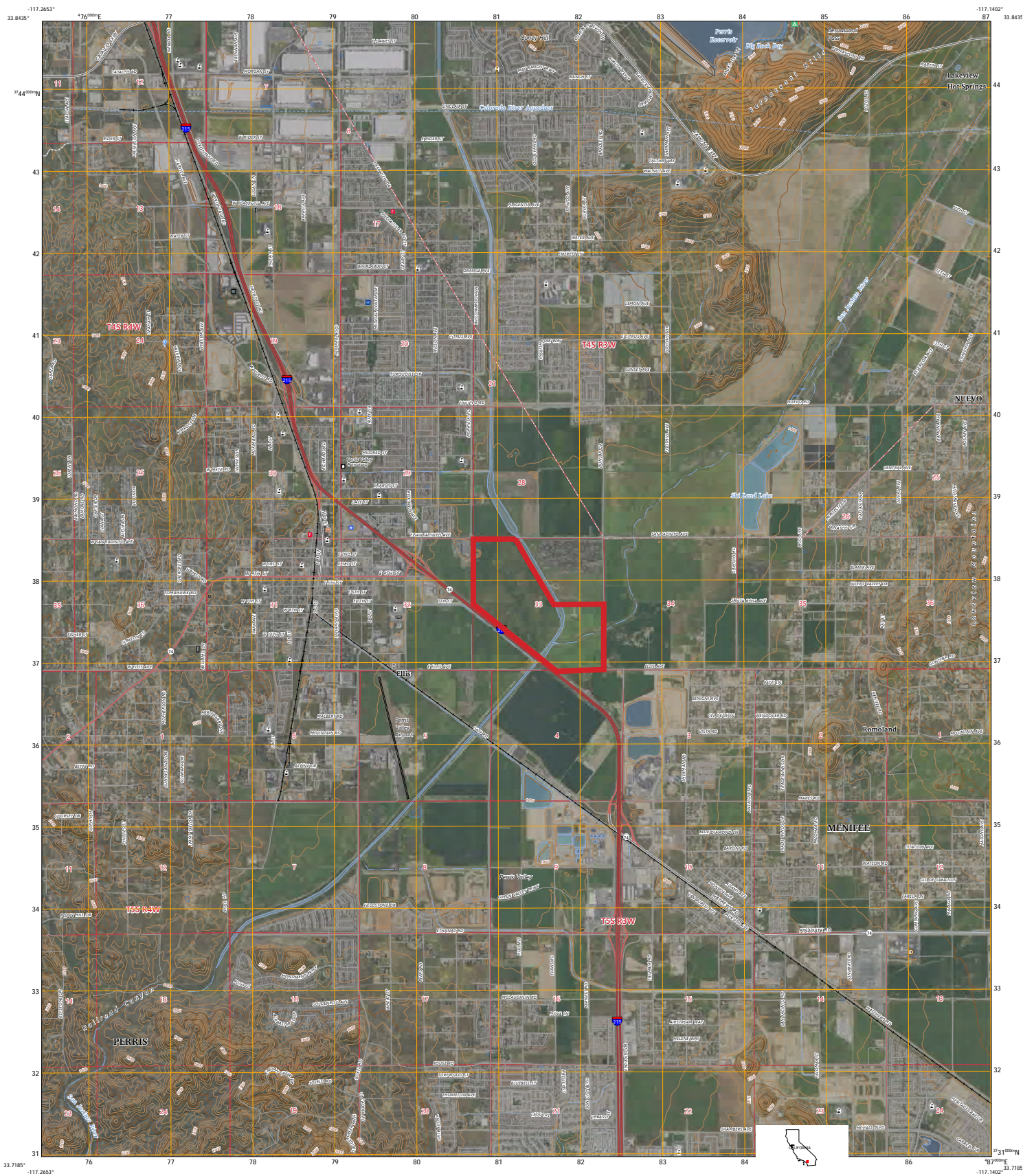


Figure 1: Regional Location Map

New Perris Commerce Center Specific Plan Project
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Not to scale



Source: USDOI & USGS, 2023

Figure 2: USGS Topographic Map

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Not to scale

Kimley»Horn



Figure 3: Vicinity Map

New Perris Commerce Center Specific Plan Project
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Not to scale

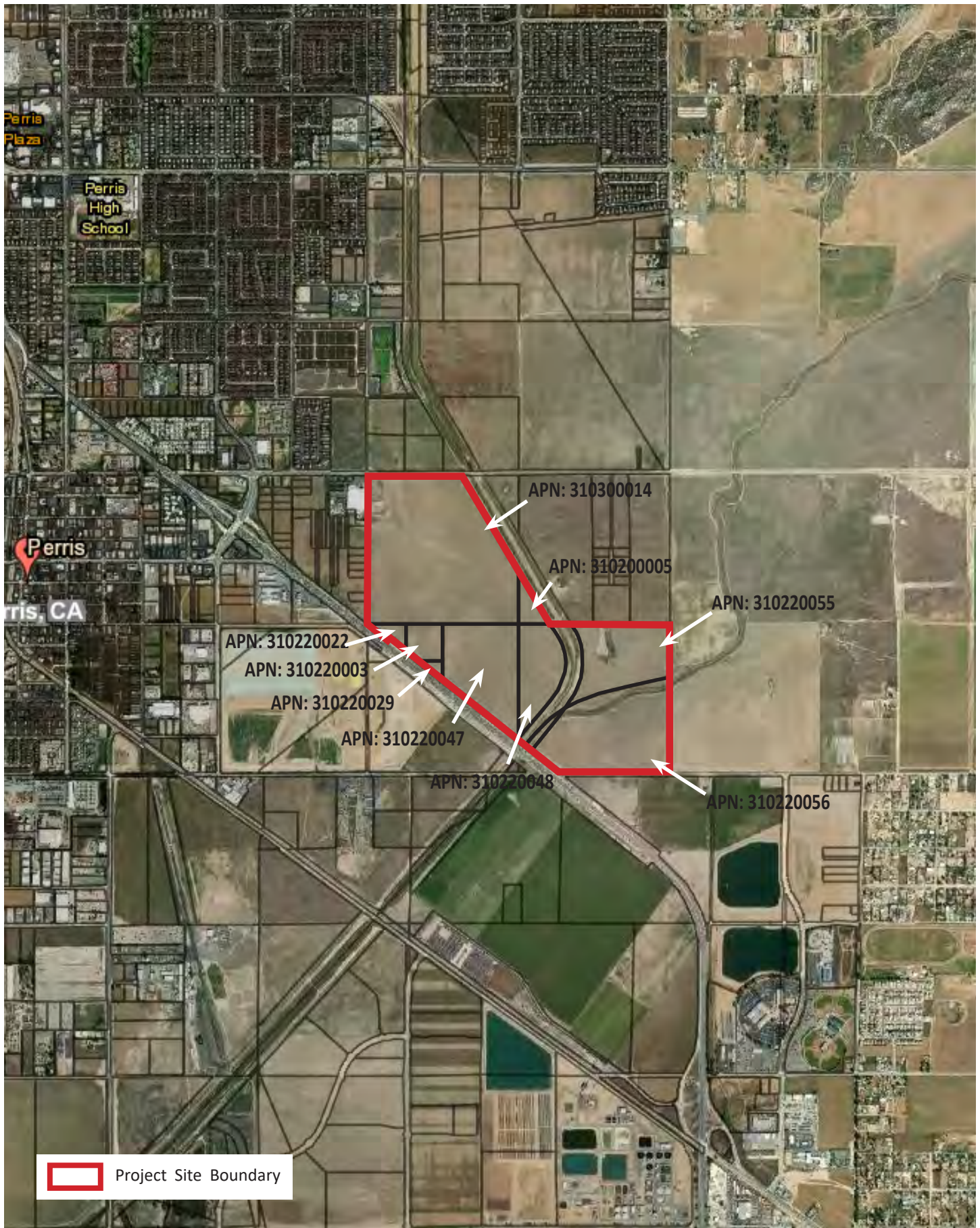


Figure 4: Existing Project Site Parcels Map
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Not to scale

Kimley»Horn

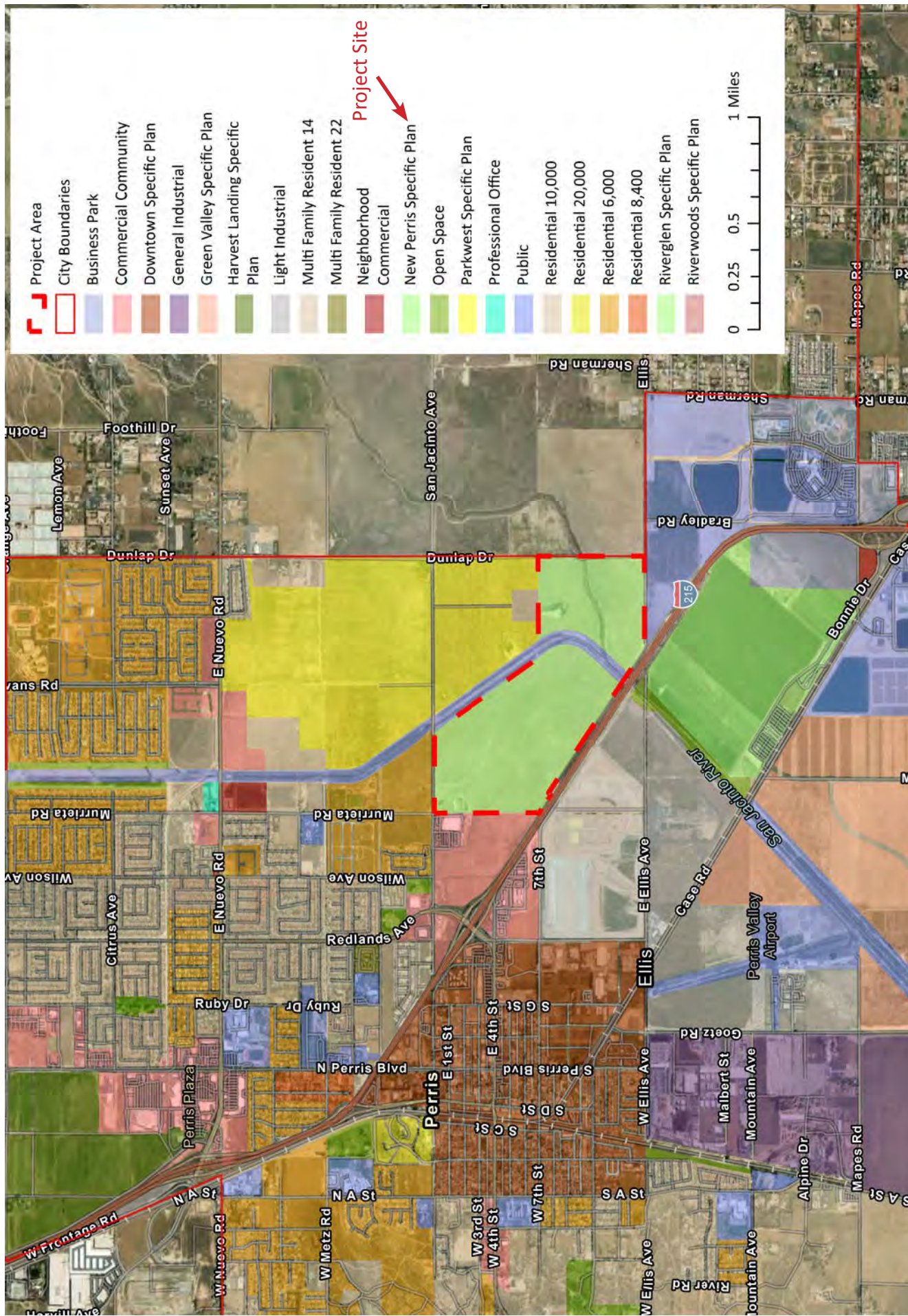


Figure 5: Existing General Plan Map

New Perris Commerce Center Specific Plan Project
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Not to scale

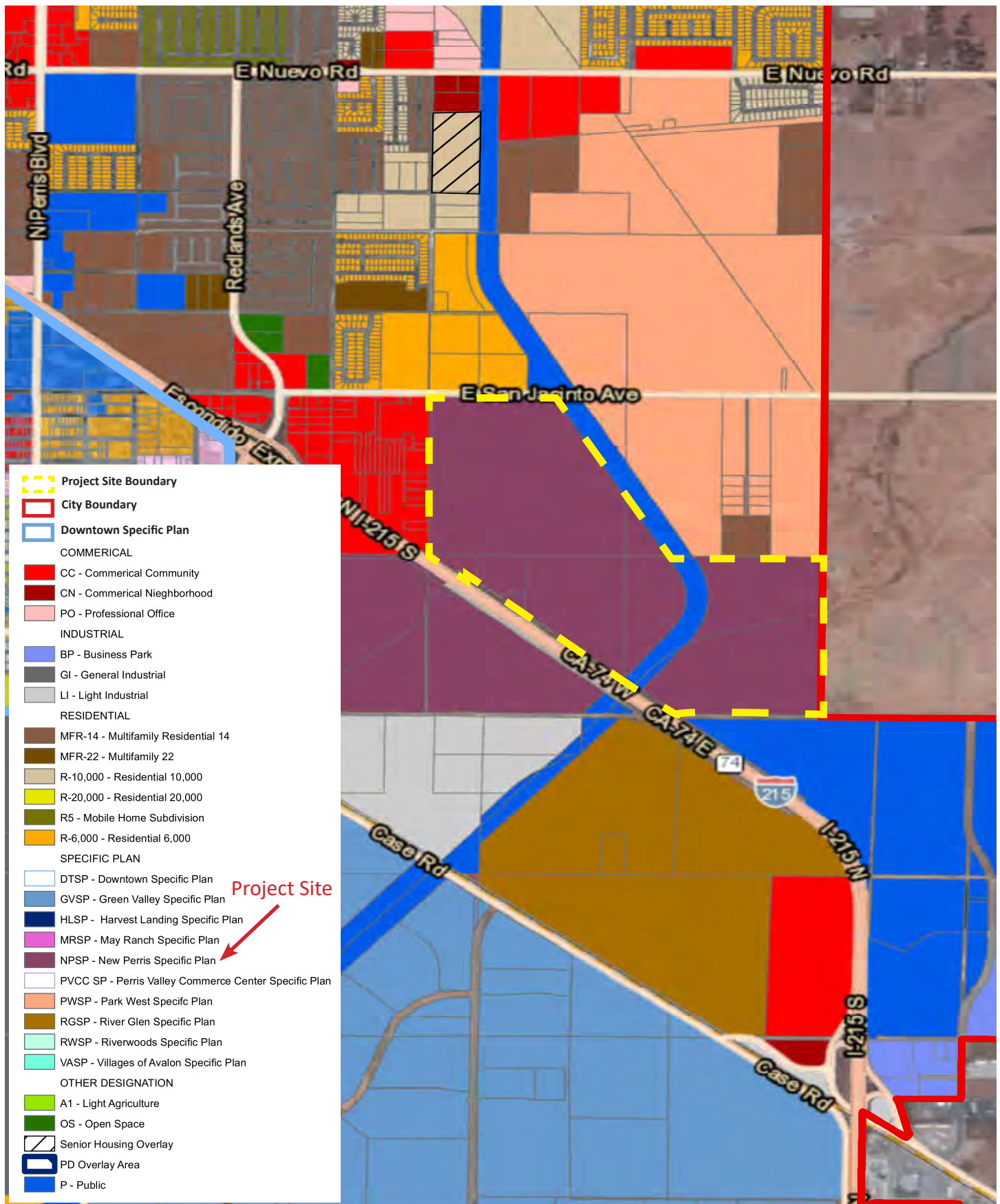


Figure 6: Existing Zoning Classifications
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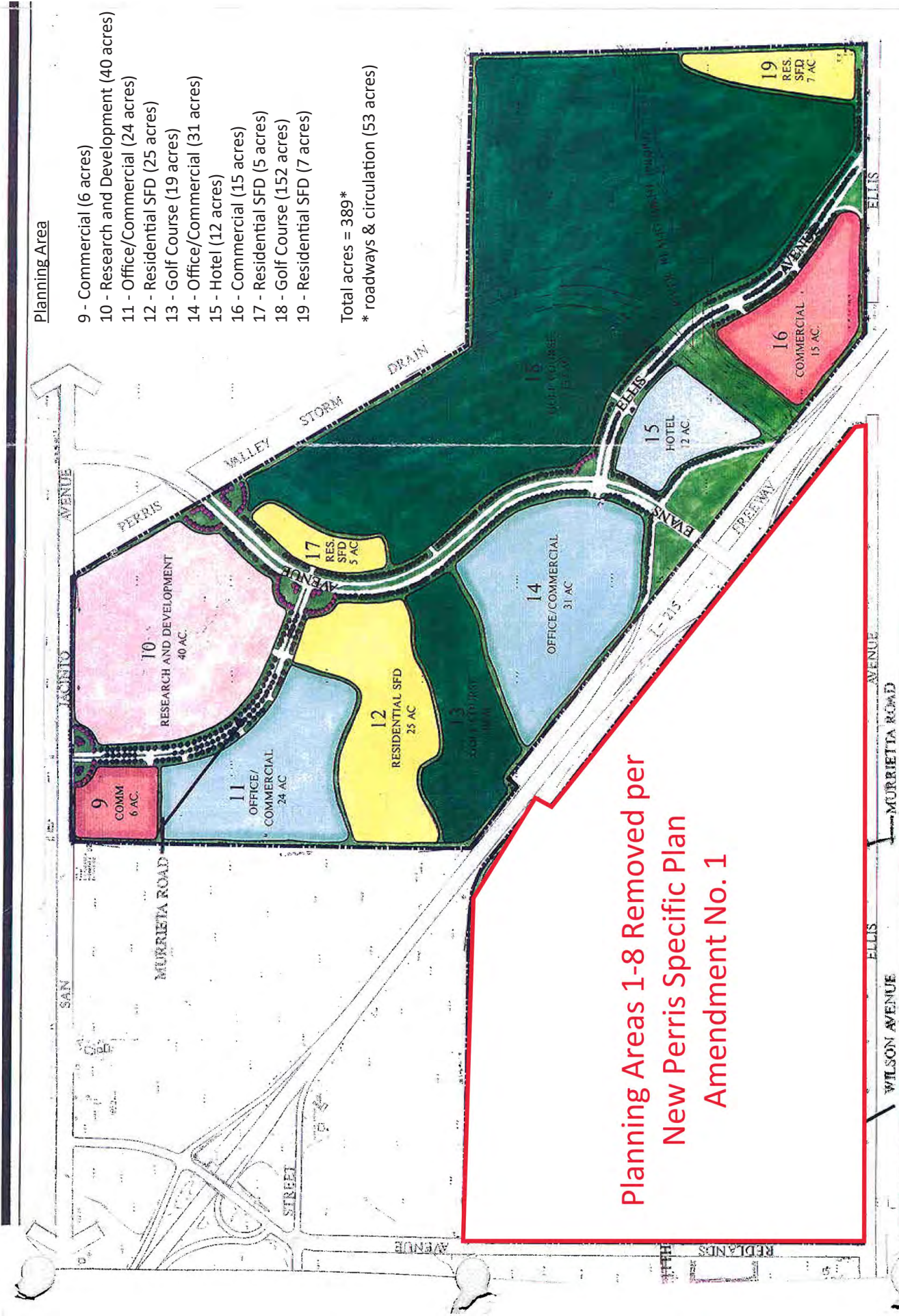


Figure 7: New Perris Specific Plan Land Use Map

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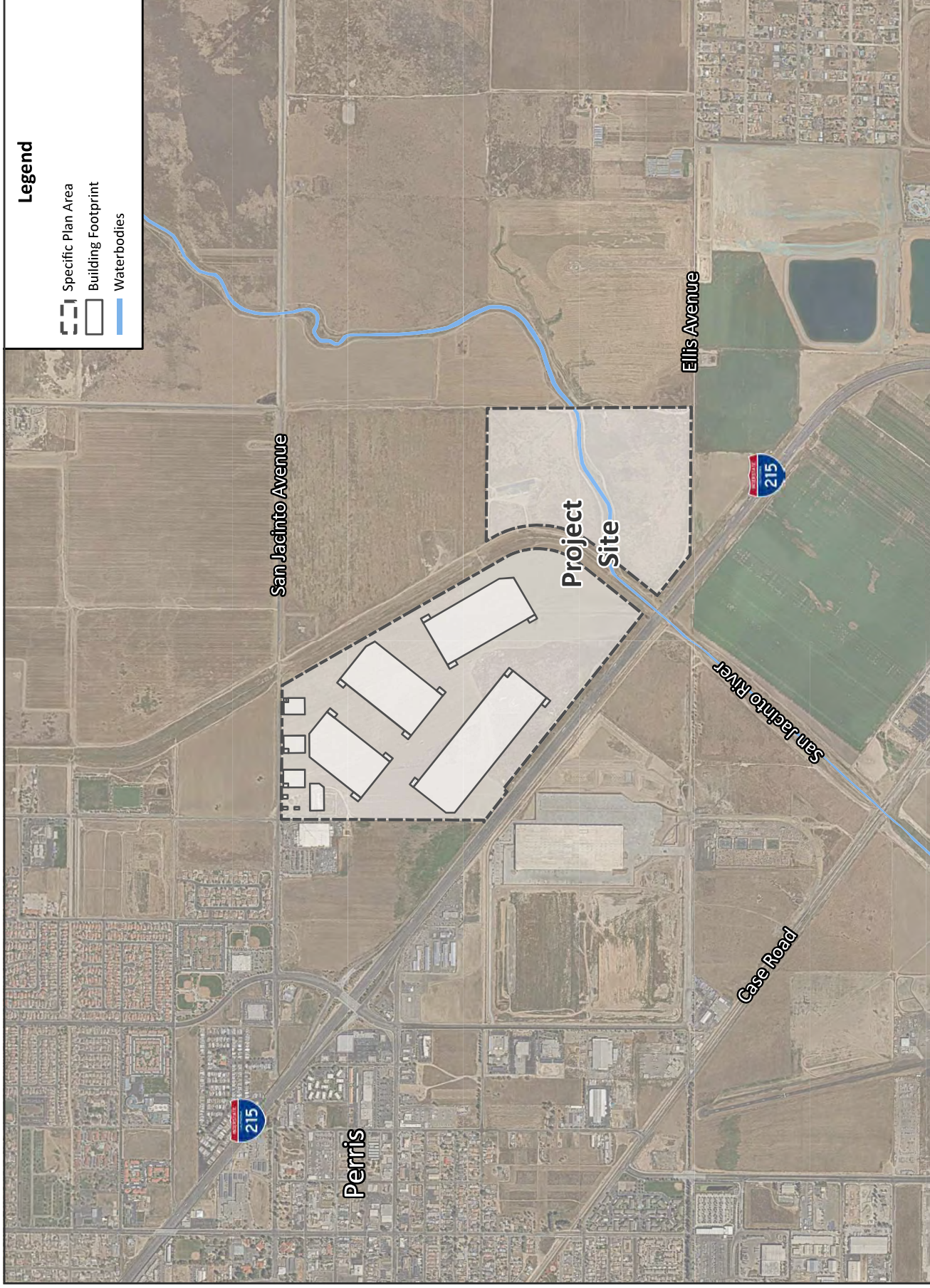
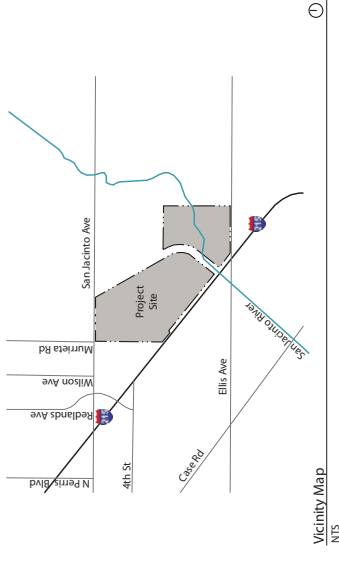


Figure 8: Specific Plan Area

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Not to scale



Enlarged Plan - Retail
1" = 30'



Figure 9: Preferred Conceptual Site Plan
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Figure 10: Secondary Conceptual Site Plan
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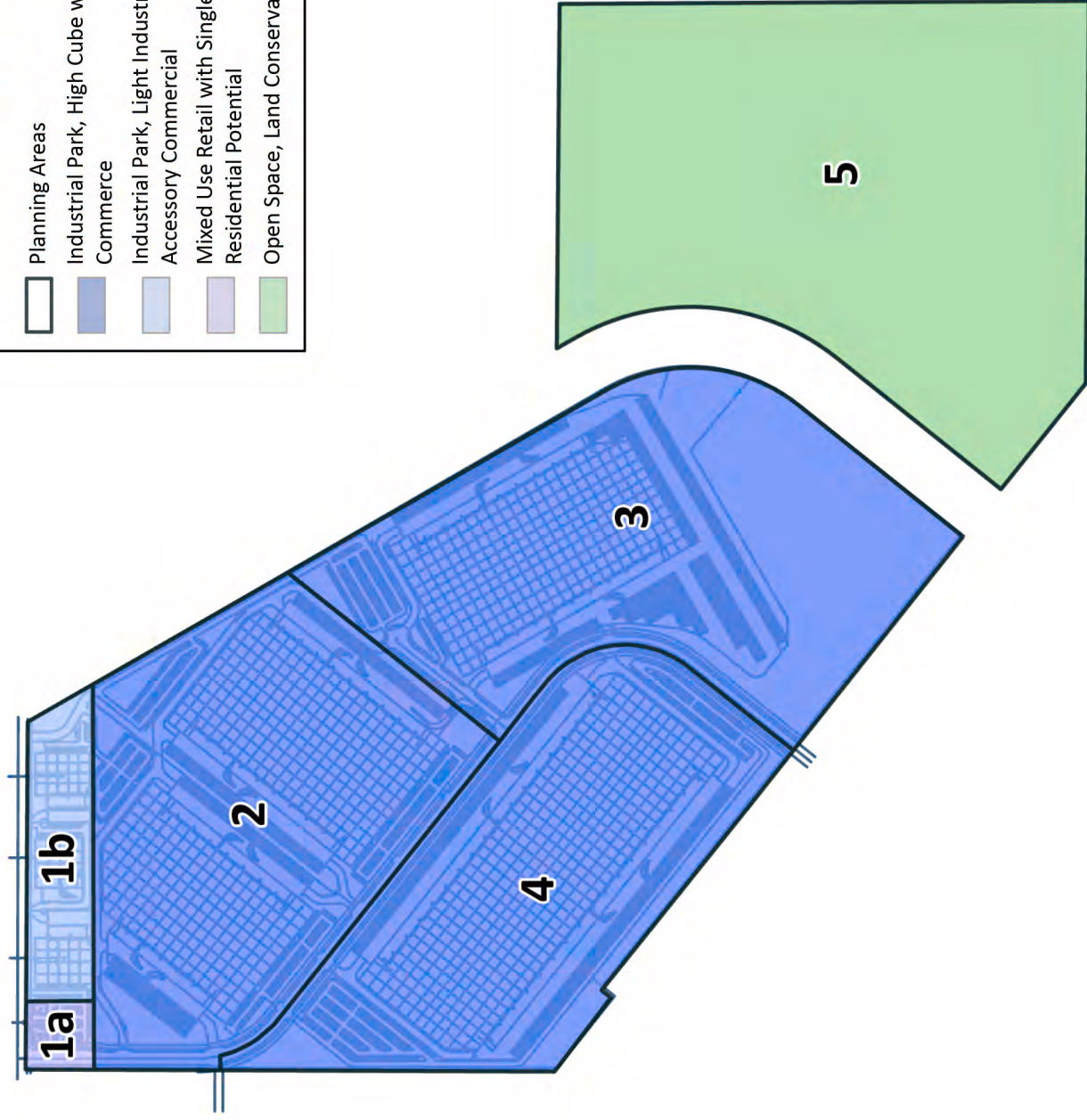
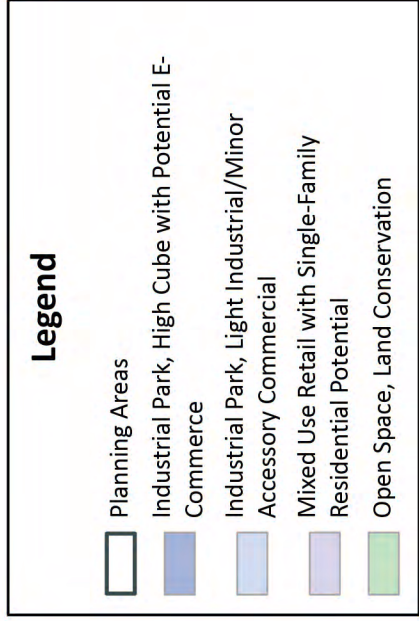


Figure 11: Preferred Conceptual Land Use Plan
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Not to scale

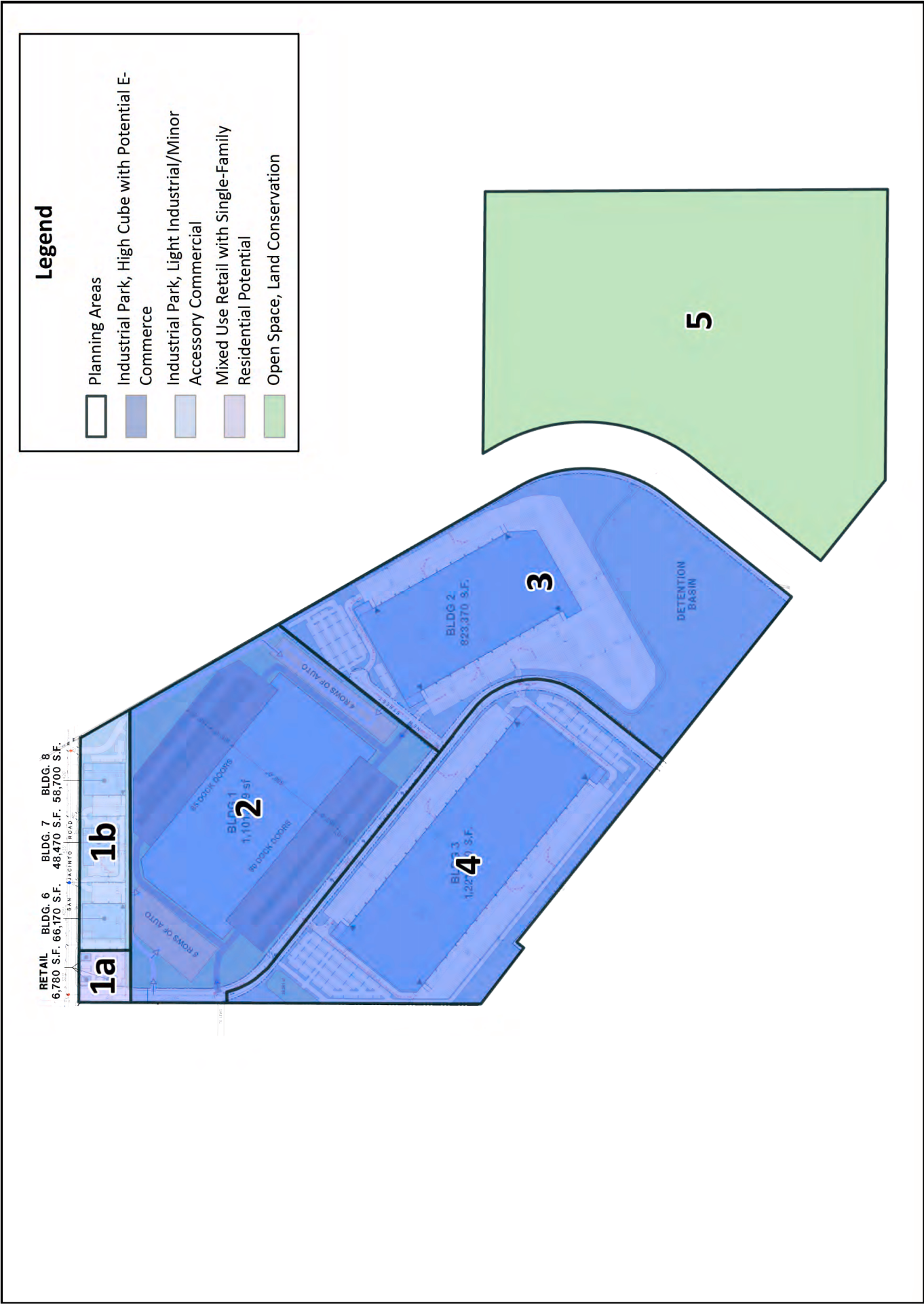


Figure 12: Secondary Conceptual Land Use Plan

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Not to scale

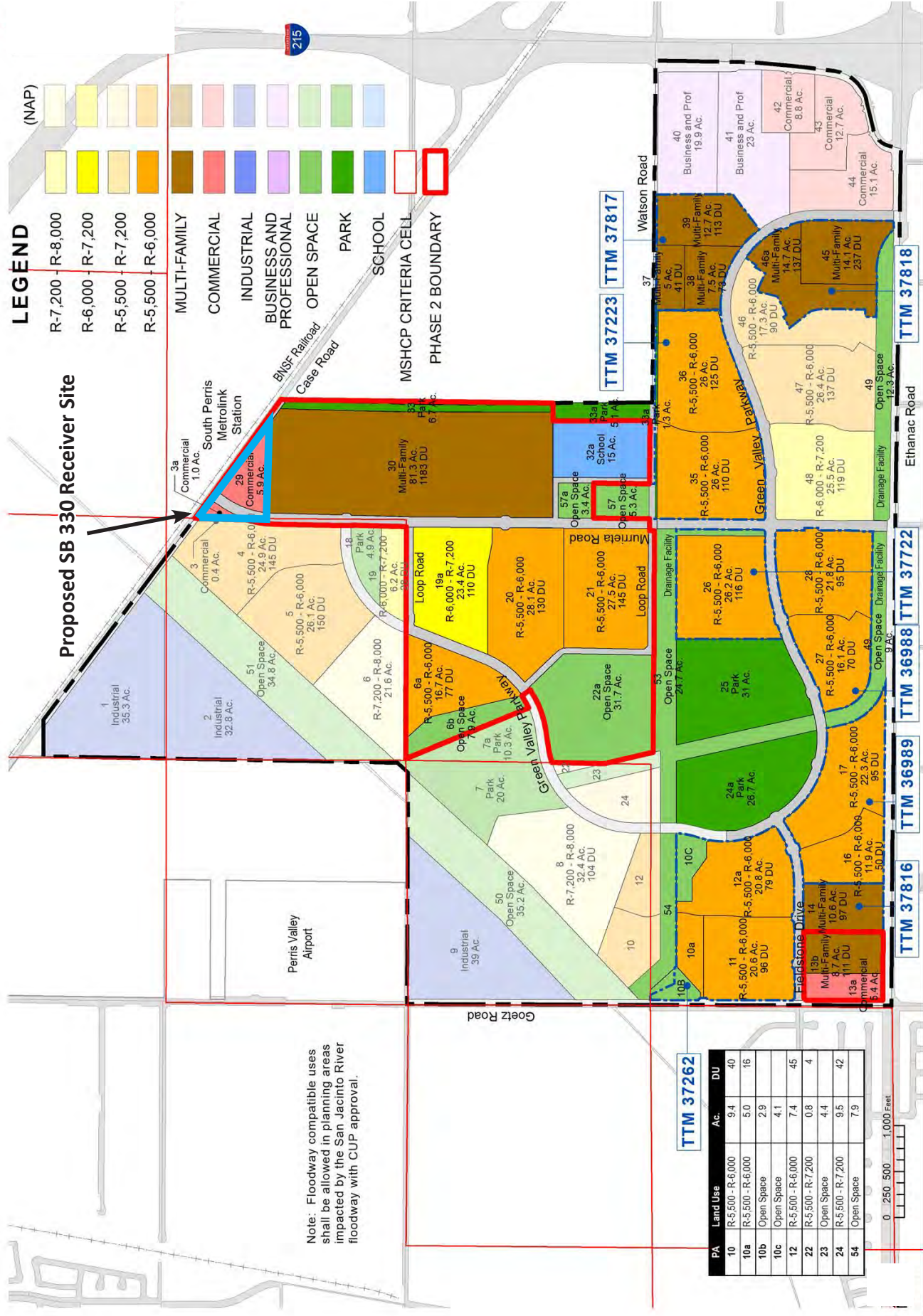


Figure 13: Green Valley Specific Plan Land Use Map – Proposed SB 330 Receiver Site

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