

5.11 Land Use and Planning

5.11.1 INTRODUCTION

This section provides an analysis of the consistency of the Project with applicable land use plans, policies, and regulations that guide development of the Specific Plan Area and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *Connect SoCal 2024*, April 2024
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code

5.11.2 REGULATORY SETTING

5.11.2.1 Federal Regulations

There are no federal regulations concerning land use and planning impacts that are applicable to the Project.

5.11.2.2 State Regulations

There are no State regulations concerning land use and planning impacts that are applicable to the Project.

5.11.2.3 Local and Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law 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 (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On April 4, 2024, SCAG's Regional Council adopted *Connect SoCal 2024*, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (Regional Water Board). The Regional Water Board sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality

standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

City of Perris General Plan 2030

The City of Perris General Plan 2030 consists of nine elements that serve as a guide for City decision-making and planning.

Circulation Element. The purpose of the Circulation Element is to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region.

Conservation Element. The Conservation Element strives for a balance between the urban and the natural environments. In recognizing that the natural environment will be affected as development occurs, the Conservation Element provides goals and policies as a framework for the management, preservation, and use of the City's resources.

Housing Element. The purpose of the Housing Element of the Perris General Plan is to ensure that the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. It institutes policies that will guide City decision-making and establishes an action program to implement housing goals through 2029.

Land Use Element. The Land Use Element is a 30-year guide for local government decisions on growth, capital investment, and physical development within the City of Perris. The Land Use plan delineates the locations and extent of each of the land uses envisioned in development over the 30-year time period.

Noise Element. The Noise Element sets forth the steps to be taken by the City of Perris to assure that land use decisions include consideration of noise impacts and are consistent with the objectives of the Noise Element

Safety Element. The purpose of the Safety Element is to identify potential risks that could endanger the community's public health, safety, and welfare. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs.

Open Space Element. The Open Space Element sets forth the steps to be taken by the City of Perris to promote open space land acquisition and improvement for recreational uses. Changes to the Zoning Ordinance, the Subdivision Ordinance, and Redevelopment Plans, and future decisions on capital improvement plans, annual municipal budgets, and municipal department work programs are the primary means available to the City in achieving the open space goals set forth in the Open Space Element and reflected in the Park Plan.

Healthy Community Element. The purpose of the Healthy Community Element is to promote the health, safety, and general welfare of the Perris's residents, workers, and visitors. The Healthy Community Element provides a framework to implement the General Plan's vision for a healthier sustainable Perris.

Environmental Justice Element. The purpose of the Environmental Justice Element is to promote the health of Perris residents, improve the urban environment, and support a high quality of life. Land use strategies aimed at reducing dependency on cars, minimizing energy consumption, improving community air quality, and increasing access to health food are all examples of how the City can promote cleaner air, physical activity, and a healthier lifestyle for all.

Perris Municipal Code

Title 19: Zoning. Title 19 of the Perris Municipal Code establishes zone districts and development regulations within the boundaries of the city. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the general plan and this code. The enactment of these regulations shall implement the growth and development of the community in a proper and orderly manner as provided by the city's general plan for the maximum benefit of the community.

City of Perris Good Neighbor Guidelines

In September 2022, the City of Perris City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Good Neighbor Guidelines is to protect sensitive receptors and limit potential impacts primarily related to air quality and noise, while allowing for the planned development of new or modified industrial facilities. The Good Neighbor Guidelines provides recommended policies to supplement the City's Zoning Code and Specific Plans for industrial development. Projects that deviate from the Good Neighbor Guidelines may be approved upon the discretion of the approving authority (City of Perris, 2022). Based on the initial entitlement application for the Phase 1 development, none of the buildings proposed within Phase 1 would be subject to the City of Perris Good Neighbor Guidelines. Future industrial buildings within Phase 2 would be subject to the requirements and policies set forth in the City of Perris Good Neighbor Guidelines. Thus, the Good Neighbor Guidelines would be applicable to a portion of the proposed Project.

5.11.3 ENVIRONMENTAL SETTING

Existing City of Perris General Plan land use designations for the properties within the Project site include Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P), as shown on Figure 4-3, *Existing General Plan Land Use Designations*. The Harvest Landing Specific Plan establishes the zoning for the properties within the existing Specific Plan boundaries. The existing zoning designations under the Specific Plan include Community Recreation (CRC), Detention Basin (DB), Harvest Lake (HL), Harvest Landing Sports Park (SP), Multiple Business Use (MBU), High Residential (H), Medium High Residential (MH), Medium Residential (M), HL Low Residential (L), Park (HLP), and Commercial Community (CC), as shown on Figure 3-2, *Existing Harvest Landing Specific Plan*. The existing zoning designations for the proposed annexation parcels are Light Agricultural (A1) and Public (P).

The currently adopted Harvest Landing Specific Plan is a land-use guiding document providing for residential, business, commercial, and open space uses for an area of 341.1 gross acres. As shown on Figure 3-4, *Existing Harvest Landing Specific Plan*, within the existing 341.10-acre Harvest Landing Specific Plan, the Project site contains a variety of land use designations including Multiple Businesses (MBU), HL Sports Park, Community Recreation, Park, Low Residential, Medium Residential, Medium-High Residential, and High Residential. The Specific Plan Area includes two legal non-conforming single-family residences located within the existing MBU area, remnants of two previously demolished residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School.

Uses surrounding the Specific Plan Area are mixed urban uses that are similar to those within the central portion of the City of Perris.

- **North:** Placentia Avenue, followed by industrial uses and single-family residences
- **Northeast:** Barrett Avenue followed by townhomes, a storage yard, and a commercial center
- **Southeast:** A commercial center followed by Perris Boulevard and residences

- **Southwest:** I-215 followed by vacant land
- **East:** Perris Boulevard followed by commercial uses and vacant land
- **West:** I-215 followed by various industrial uses and vacant land within unincorporated Riverside County

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- LU-1 Physically divide an established community.
- LU-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.

5.11.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within

the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT LU-1: THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

Specific Plan Area

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The Project would include adoption of a Specific Plan Amendment that would allow the development of the Specific Plan Area with 262.38 acres of Multiple Business Uses, 46.49 acres of commercial uses, 12.91 acres WQMP Drainage/Detention area, and 36.5 acres of road and infrastructure improvements. Development of the western portion of the Specific Plan Area would remove the two existing residences near the intersection of Orange Avenue and Indian Avenue. Property owners within the development footprint voluntarily sold their property to the Applicant and have already relocated. Implementation of the proposed Project would remove all of the existing structures from the Specific Plan Area. There are no other residential communities within the Specific Plan Area and the developments surrounding the site are consistent with the Project. Therefore, the Project would not physically divide an established community and no impact would occur.

IMPACT LU-2: THE PROJECT WOULD NOT 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.

Specific Plan Area

Less than Significant Impact.

Connect SoCal 2024 Policies. SCAG’s Connect SoCal 2024 policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. As an individual development, the policies are not directly applicable to the Project. As shown in Table 5.11-1, the Project would not conflict with the adopted Connect SoCal 2024. Therefore, potential impacts would be less than significant.

Table 5.11-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

Connect SoCal 2024 Goal Statements	Project Consistency
Complete Streets	
Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities	Consistent. As discussed in Section 5.16, <i>Transportation</i> , would construct new roadways, Private Drive A and Harvest Landing Way. In addition, the Project would vacate Indian Avenue south of Orange Avenue and extend

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Connect SoCal 2024 Goal Statements	Project Consistency
<p>using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).</p>	<p>Barrett Avenue south of Orange Avenue. As described in Section 3.0, <i>Project Description</i>, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. Roadway improvements would be designed and constructed pursuant to City Engineering and Harvest Landing Specific Plan standards. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network.</p>
<p>Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, sidewalks currently exist along Indian Avenue north of Orange Avenue; the east side of Perris Boulevard; the east side of Barrett Avenue; Placentia Avenue; and the north side of Orange Avenue. As detailed in Section 3.0, <i>Project Description</i>, the Project would include construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.</p>
Transit and Multimodal Integration	
<p>Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed Commercial area. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive A, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange</p>

Connect SoCal 2024 Goal Statements	Project Consistency
	Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage.
Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project vicinity is served by RTA Route 19, 27, and 30. This existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed Commercial area.
Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region .	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network.
Expand the region’s networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network.
Safety	
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the proposed Project would be required to comply with the circulation system standards and to adhere to uniform standards and practices. Compliance with standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, warrant requirements, capacity, maximum grades and associated features such as medians would be ensured and verified by the City during the plan check and permitting process, prior to obtaining building permits.
15-Minute Communities	
Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the Project would develop underutilized properties and create a business park and retail center within 15 minutes of multiple residential neighborhoods. The site has two bus stops within one mile and would include an employee recreation area within the 12.91-acre water quality management basin in addition to employee amenity areas including basketball and pickleball courts within MBU buildings exceeding 100,000 square feet (Buildings 1, 2, 3, 6, and 7).
Sustainable Development	
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would comply with CALGreen/Title 24 requirements to implement energy conservation measures

Connect SoCal 2024 Goal Statements	Project Consistency
	and water efficient plumbing. Further, as required by Mitigation Measure GHG-4, the Project buildings shall be built to demonstrate equivalency with LEED Silver building standards.
Air Quality	
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health.	Consistent. While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Mitigation measures are specified to reduce the Project's air quality impacts where necessary, and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards. As described under Impact AQ-3, the Project would not result in impacts related to health risk with implementation of mitigation. Further, as required by Mitigation Measure GHG-4, the Project buildings shall be built to demonstrate equivalency with LEED Silver building standards. Thus, the Project would not interfere with this goal for SCAG to coordinate with other agencies.
Clean Transportation	
Facilitate development of EV charging infrastructure through public-private partnerships.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the proposed Phase 1 MBU area would include 224 EV charging stations and 76 EV capable stalls to accommodate future demand. Further, as required by Mitigation Measure AQ-13, the Project's industrial buildings would include conduit for future installation of charging stations for electric heavy duty trucks and light duty trucks.
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would comply with CALGreen/Title 24 requirements to implement energy conservation measures and water efficient plumbing. As discussed in Section 3.0, <i>Project Description</i> , the proposed Phase 1 MBU area would include 224 EV charging stations and 76 EV capable stalls to accommodate future demand. Further, as required by Mitigation Measure AQ-13, the Project's industrial buildings would include conduit for future installation of charging stations for electric heavy duty trucks and light duty trucks.
Natural and Agricultural Lands Preservation	
Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process.	Not Applicable. This policy is intended for transportation projects and not private development projects. However, as discussed in Section 5.16, <i>Transportation</i> , while buildout of the proposed Specific Plan area would result in a significant and unavoidable impact related to VMT, the Project would result in an overall reduction in VMT Citywide and thus would be cumulatively less than significant. In addition, the proposed Project would implement Mitigation Measure TR-1, requiring the implementation of a Voluntary Commute Trip Reduction Program.
Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , a total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought-tolerant landscaping, primarily along the boundaries of each

Connect SoCal 2024 Goal Statements	Project Consistency
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts.	proposed parcel and throughout parking areas, which would reduce the urban heat effect. The proposed industrial and commercial land uses would not result in an increase in organic waste generation. As discussed in Section 5.4, <i>Biological Resources</i> , the Specific Plan Area is mostly vacant and disturbed from previous agricultural activities. Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would be implemented to require preconstruction nesting bird surveys and burrowing owl surveys as well as a Burrowing Owl Relocation Plan, if necessary.
Climate Resilience	
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives.	Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i> , the proposed Project would be required to implement the CALGreen Code for efficient use of water. Additionally, as discussed in Section 5.10, <i>Hydrology and Water Quality</i> , development and construction of the Specific Plan Area would require preparation and adherence to a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Therefore, development of the site would not deplete or pollute groundwater resources.
Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems.	

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines policies focus on minimizing potential impacts related to air quality and noise, especially to sensitive receptors. Within the context of the Good Neighbor Guidelines, sensitive receptors are defined as residential communities, schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and other public places where residents are most likely to spend time (City of Perris, 2022). Thus, the nearest sensitive receptors would be Val Verde Elementary School, located 66 feet north of the Phase 2 area; the residences along Barrett Avenue, located 96 feet east of the Phase 2 area; and the residential communities located 181 feet to 454 feet east of the Phase 1 area. Below are the Good Neighbor Guidelines policies that are applicable to the MBU portions of Phase 2 of the Project. Compliance with these policies would be conditioned upon approval for future developments within the Phase 2 area. In addition, while the Good Neighbor Guidelines are not required for Phase 1 of the Project, the Project has either been designed to be consistent with the Good Neighbor Guidelines or this Draft EIR includes mitigation measures that render the Project consistent with the Good Neighbor Guidelines. Therefore, potential impacts related to consistency with the Good Neighbor Guidelines would be less than significant.

Table 5.11-2: Good Neighbor Guidelines Consistency Analysis

Good Neighbor Guidelines Policy	Project Consistency
Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.	
Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.	Consistent. The Project would be designed to obtain a minimum of LEED Silver Certification, or demonstrate equivalency, as required by Mitigation Measure GHG-4.
Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.	Consistent. As detailed in Section 5.1, <i>Aesthetics</i> (Table 5.1-1), the Project would comply with all development standards set by the Harvest Landing Specific Plan Amendment. The Specific Plan Amendment would include

Good Neighbor Guidelines Policy	Project Consistency
	updates to the existing MBU and Commercial Harvest Landing Specific Plan designation design guidelines to ensure consistency with Perris Municipal Code and Perris Valley Commerce Center Specific Plan Commercial and Light Industrial zoning and Specific Plan designations.
When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.	Consistent. As shown in Figure 3-8, <i>Business Park Conceptual Site Plan</i> , trucks traveling to and from the Business Park site would follow City designated truck routes and access would be limited to Frontage Road and Orange Road west of Indian Avenue, avoiding the residential communities east of Perris Boulevard and Barrett Avenue.
Truck loading bays and drive aisles shall be designed to minimize truck noise.	Consistent. As discussed in Section 5.12, <i>Noise</i> , truck loading bays would be oriented away from sensitive receptors and the Project would include a 14-foot-high screening and wing walls along all truck loading areas. Developments within Phase 2 would also be required to be screened and loading docks would be oriented away from sensitive receptors.
All lighting used in conjunction with a warehouse/distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.	Consistent. As discussed in Section 5.1, <i>Aesthetics</i> , all outdoor lighting would be installed pursuant to Perris Municipal Code Section 19.02.110 to limit glare and spill over to adjacent properties.
If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.	Consistent. The Project would provide a PA system oriented towards the truck trailer loading docks, away from the sensitive receptors to the north and east of the Specific Plan Area.
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city	Consistent. The Phase 1 Business Park would include 976 trailer stalls such that adequate parking for heavy-duty trucks would be provided onsite in order to limit off-site parking of trucks. Future developments within the Phase 2 area would be required to provide truck parking in compliance with Harvest Landing Specific Plan and Perris Municipal Code requirements, which would be verified through the permitting process.
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.	
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.	
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.	
It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.	
Warehouse/distribution facilities shall be designed to provide adequate on-site parking for commercial trucks	Consistent. The Phase 1 Business Park area would provide 1,492 automobile parking stalls and 976 truck

Good Neighbor Guidelines Policy	Project Consistency
and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.	trailer stalls. Thus, the Project would provide adequate parking onsite and would not require street parking. In addition, as further described in Section 5.16, <i>Transportation</i> , no queuing impacts would occur. Phase 2 development would be required to implement Good Neighbor Guidelines policies including providing sufficient queuing and parking for trucks.
No parking shall be permitted in the landscape setback area.	Consistent. As described in Section 5.1, <i>Aesthetics</i> , the Project would provide setbacks greater than what is required of the Harvest Landing Specific Plan Amendment standards. Therefore, parking stalls would not encroach on the landscape setback area.
Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.	Consistent. Signage to truck routes; signage for idling limits; and telephone numbers of the building facilities manager, South Coast Air Quality Management District (AQMD), and California Air Resources Board (CARB) to report violations would be required by Mitigation Measures AQ-8 and AQ-17. Signage will be included throughout the Specific Plan Area pursuant to the Good Neighbor Guidelines, which would be reviewed and approved by the Building Division during plan check.
Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.	
Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.	
Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.	
Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.	
Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.	
The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , a total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15 gal trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box. As set forth within Section 4.2.6 of the Harvest Landing Specific Plan and in accordance with the Perris Municipal Code (Section 19.71.050), shade trees shall be provided within the vehicular parking areas to attain a minimum 50% shade coverage of the parking area within five years of planting.

Good Neighbor Guidelines Policy	Project Consistency
<p>Goal #2: Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.</p>	
<p>Minimize the air quality impacts of trucks on sensitive receptors by:</p> <ul style="list-style-type: none"> a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination. b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets. c) Providing ingress and egress for trucks away from sensitive receptors. d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors. e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology. f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access. g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles. h) Encouraging replacement of diesel fleets with new model vehicles. i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor. j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used. 	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, the Project would comply with the regulations set forth by the South Coast AQMD for idling, would provide adequate onsite queuing space, and alternatively fueled onsite equipment as required by Mitigation Measures AQ-8 and AQ-10. Further, the Project would only provide truck access off of Frontage Road and a small portion of Orange Avenue east of Frontage Avenue, oriented away from existing residential zones, and would provide separate access points and parking areas for trucks and passenger vehicles. Additionally, as discussed within Section 3.0, <i>Project Description</i>, there would be 224 parking stalls dedicated for electric vehicle (EV) charging at the time of Project opening and 76 EV capable stalls to accommodate future demand. Further, as required by Mitigation Measure AQ-13, the Project’s industrial buildings would include conduit for future installation of charging stations for electric heavy duty trucks and light duty trucks. As required by Mitigation Measure AQ-10, all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. Mitigation Measure AQ-19 requires that Project Applicant/Developer/Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy. Mitigation Measure AQ-14 shall ensure that all Project lease agreements require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p>
<p>No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.</p>	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, operation of the proposed industrial uses would not involve the types of uses (wastewater treatment, paint/coating operations, chemical manufacturing, etc.) that would emit odorous gases.</p>
<p>Avoid locating exits and entries near sensitive receptors.</p>	<p>Consistent. Site driveways for truck access would be oriented along City designated truck routes to avoid the sensitive residential community to the east and Val Verde Elementary School to the north, as shown in Figure 3-8, <i>Business Park Conceptual Site Plan</i>. Trucks accessing the</p>

Good Neighbor Guidelines Policy	Project Consistency
	site would utilize Frontage Road and a small portion of Orange Avenue west of Indian Avenue.
On-site speed bumps shall not be allowed, except at security/entry gates.	Consistent. The Project would not provide speed bumps onsite.
Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).	Consistent. The Project would be required to comply with South Coast AQMD Rule 2305, related to regulating and reporting truck trips in compliance with the WAIRE program.
Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone	Consistent. Solar panels would be installed to supply 100% of the power demand of the office area within all of the proposed industrial and/or warehouse buildings within the Phase 1 Business Park and future buildings within the Phase 2 MBU area.
Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.	Consistent. The industrial uses associated with the proposed Project would be speculative. As currently proposed, the Project would not include any cold storage uses. Should future cold storage uses be proposed, additional CEQA review and entitlements would be required.
Pursuant to CARB’s Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.	Consistent. Facility operators would be required to implement equipment reporting and would ensure appropriate engine ratings as required by CARB’s Truck and Bus Regulation.
Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.	Consistent. Facility operators would be required to operate the Project consistent with applicable CARB and South Coast AQMD regulations.
Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.	Consistent. Phase 1 MBU loading docks would be oriented away from the Val Verde Elementary School campus and would be over 500 feet from the campus. Future developments within the Phase 2 MBU area would also be required to comply with the Good Neighbor Guidelines, which would be verified through the City’s permitting process. Further, as currently proposed, the Project would not include any cold storage uses. Should future cold storage uses be proposed, additional CEQA review and entitlements would be required.
Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).	Consistent. The Project would provide these features in compliance with Title 24, which would be verified by the Building Division during plan check. The Project would be designed to obtain a minimum of LEED Silver Certification, or demonstrate equivalency, as required by Mitigation Measure GHG-4.
Post signs requiring to turn off truck engines when not in use.	Consistent. Signage would be provided within the Specific Plan Area prior to certificate of occupancy, as specified by Mitigation Measure AQ-8, which would be reviewed and approved by the Building Division during plan check.

Good Neighbor Guidelines Policy	Project Consistency
Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.	
<p>The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.</p>	<p>Consistent. The Project would utilize City designated truck routes to and from the Specific Plan Area, as shown in Figure 5.16-2, <i>Perris Truck Routes</i>. Truck movement to and from the Specific Plan Area would directly access the site via Frontage Road and a small portion of Orange Avenue east of Frontage Road. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue, which would be prevented through installation of signage as required by City of Perris Good Neighbor Guideline Policy 1.16 and Mitigation Measure AQ-17. Therefore, the Proposed Project would be consistent with the truck routes identified in the City General Plan and the Harvest Landing Specific Plan.</p>
<p>Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.</p>	<p>Consistent. Onsite driveways have been evaluated to ensure that the necessary queue length is provided to ensure that trucks accessing the business park buildings do not back onto Frontage Road, Orange Avenue, Harvest Landing Way, or Barrett Avenue. In addition, once tenants are known for the proposed drive-thru restaurants, a tenant-specific queueing analysis would be prepared and reviewed by City Engineering prior to issuance of a building permit.</p>
<p>Truck traffic shall be routed to impact the least number of sensitive receptors.</p>	<p>Consistent. The Project would utilize City designated truck routes to and from the Specific Plan Area, as shown in Figure 5.16-2, <i>Perris Truck Routes</i>. Truck movement to and from the Specific Plan Area would directly access the site via Frontage Road and a small portion of Orange Avenue east of Frontage Road. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue, which would be prevented through installation of signage as required by City of Perris Good Neighbor Guideline Policy 1.16 and Mitigation Measure AQ-17. Therefore, the Proposed Project would be consistent with the truck routes identified in the City General Plan and the Harvest Landing Specific Plan.</p>
<p>To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.</p>	<p>Consistent. The Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue, south of Val Verde Elementary School. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.</p>

Good Neighbor Guidelines Policy	Project Consistency
<p>Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.</p>	<p>Consistent. Building 2 would include a 410-foot stacking distance prior to the check in gate, Buildings 3 and 4 would include a 176-foot stacking distance, Building 6 would feature a 460-foot stacking distance and building 7 would include a 255-foot stacking distance, and two lanes would be provided for ingress. Trailers would not be required to be parked on the public right of way as 976 trailer stalls would be provided within the Specific Plan Area.</p>
<p>Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.</p>	<p>Consistent. Parking within the Phase 1 MBU area would be oriented to face internally towards the other industrial buildings and away from surrounding sensitive receptors. Further, truck parking areas would be screened through construction of 14-foot-high screen walls, which would prevent the trucks from being visible from the public right-of-way.</p>
<p>Goal #4: Provide buffers between warehouses and sensitive receptors.</p>	
<p>A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.</p>	<p>Consistent. The Phase 1 Business Park area is not located within 300 feet of any sensitive receptors. Future development within the Phase 2 MBU area would be required to construct dock doors at least 300 feet from Val Verde Elementary School and the other surrounding residences, consistent with this measure.</p>
<p>A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.</p>	<p>Consistent. The Phase 1 Business Park area is not directly adjacent to any sensitive receptors pursuant to the definition for sensitive receptors set forth in the City’s Good Neighbor Guidelines. The commercial area would be developed between the industrial uses and sensitive receptors to the east. Future development within the Phase 2 MBU area would be required to implement this measure, which would be verified through the City’s permitting process.</p>
<p>Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.</p>	<p>Consistent. Loading areas and truck parking spaces would be screened from the public right-of-way by 14-foot-high screen walls.</p>
<p>The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.</p>	<p>Consistent. The proposed Phase 1 Business Park buildings would incorporate various architectural elements allowed by the Specific Plan, including smooth concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and manufactured stone and limited metal panel systems, and light and warm-toned exterior building colors, as shown in Figures 3-9 through 3-15. Future development within the Phase 2 MBU area would be required to implement this measure, which would be verified through the City’s permitting process.</p>
<p>All landscaping shall be irrigated for the life of the facility.</p>	<p>Consistent. Water lines for landscaping irrigation would be provided by the Project.</p>

Good Neighbor Guidelines Policy	Project Consistency
<p>An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.</p>	<p>Consistent. Loading areas and truck parking spaces would be screened from the public right-of-way by 14-foot-high screen walls. With implementation of wing walls as included in the Project design, as described in Section 5.12, <i>Noise</i>, operational noise and vibration impacts from truck activities onsite would be less than significant. In addition, the Phase 1 MBU area would be screened by landscaping and commercial development as shown in Figure 3-16, <i>Business Park Landscape Plan</i>.</p>
<p>Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.</p>	<p>Consistent. Loading areas and truck parking spaces would be screened from the public right-of-way by 14-foot-high screen walls. In addition, landscaping would be planted along the boundaries of the Specific Plan Area.</p>
<p>Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.</p>	<p>Consistent. The Project would include onsite truck signage, as required by Mitigation Measure AQ-17, which would be verified and approved by the Building Division during plan check.</p>
<p>Goal #5: Establish an education program to inform truck drivers of health effects of diesel particulate and conduct community outreach to address residents' concerns.</p>	
<p>Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.</p>	<p>Consistent. The Project Applicant would provide public notice of the Project and preparation of the EIR pursuant to Section 15087 of the State CEQA Guidelines.</p>
<p>Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p>	<p>Consistent. Project operational activities would be required to be conducted in line with CARB and South Coast AQMD requirements, which limit unnecessary truck idling. In addition, as described in Section 5.16, <i>Transportation</i>, the Project would not result in queuing impacts during peak operational hours. Further, Mitigation Measure AQ-14 requires implementation of this measure.</p>
<p>Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.</p>	<p>Consistent. Phase 1 of the Project would include 976 trailer stalls such that adequate parking for maintenance of trucks would be provided onsite.</p>
<p>Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.</p>	<p>Consistent. The Project facility operators would be required to establish a rideshare program as required by South Coast AQMD Rule 2202 and Mitigation Measures AQ-11 and AQ-15.</p>
<p>Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.</p>	<p>Consistent. Information related to the health effects of diesel emissions would be provided to truck drivers and Project vicinity in line with the Good Neighbor Guidelines. In addition, Project occupants would be provided with information from CARB and the South Coast AQMD regarding resources, as required by Mitigation Measures AQ-18 and AQ-19.</p>
<p>Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.</p>	

Good Neighbor Guidelines Policy	Project Consistency
Encourage facility owners/management to coordinate an outreach program that will educate the public.	
Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.	
Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.	Consistent. The Draft EIR and Final EIR would include and address all public comments received during the Notice of Preparation comment period and Draft EIR comment period. In addition, a public scoping meeting was held in the City of Perris during the circulation of the Notice of Preparation on August 21, 2024.
Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.
Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , the Project would incorporate design features and mitigation measures to reduce air pollutant emissions to the greatest extent feasible.
Goal #6: Implement construction practice requirements in accordance with State requirements to limit emissions and noise impacts from building demolition, renovation, and new construction.	
In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.	Consistent. The Project Applicant would be required to provide construction inspection reports to the City.
All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.	Consistent. Construction of the proposed Commercial and MBU uses would be required to utilize CARB Tier 4 construction equipment, as required by Mitigation Measure AQ-2.
Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.	Consistent. As discussed in Section 5.12, <i>Noise</i> , the Project analyzed construction noise and vibration impacts which includes roadway widening activities. The staging of construction equipment away from noise-sensitive uses is required by the Good Neighbor Guidelines. Thus,
Construction contractors shall locate or park all stationary construction equipment away from sensitive	

Good Neighbor Guidelines Policy	Project Consistency
receptors nearest the project site, to the extent practicable.	construction noise impacts associated with Project roadway improvements would be less than significant.
The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.	Consistent. The Project would implement dust control measures as required by South Coast AQMD Rule 403. Control measures on paved roads include the sweeping of excess dust within the street.
Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.	
Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.	Consistent. Project construction would adhere to CARB and South Coast AQMD requirements during construction and would provide maintenance records at the request of the City of Perris.
Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.	Consistent. Consistent with standard City conditions, the Project Applicant would prepare and implement a construction traffic control plan.
Minimize noise from construction activities.	Consistent. As discussed in Section 5.12, Noise, the Project would be required to comply with municipal code section 7.34.060 which limits construction activities between the hours of 7:00 a.m. to 7:00 p.m. on weekdays and Saturday. Further, as discussed, construction noise impacts would be less than significant.
The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.	Consistent. The maximum daily disturbance area was determined in the Air Quality Impact Analysis (EIR Appendix B). This maximum daily disturbance area will be specified as a condition of approval.
Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).	Consistent. Construction of the proposed Commercial and MBU uses would be required to utilize CARB Tier 4 construction equipment, as required by Mitigation Measure AQ-2.
Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.	Consistent. Where necessary and feasible, the Project would provide charging for electric-powered construction equipment.
During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.	Consistent. Signage containing information for a community liaison regarding excessive dust, fumes, or odors complaints would be posted onsite during construction, as required by Mitigation Measure AQ-3.
Goal #7: Ensure compliance with the California Environmental Quality Act (CEQA) and State environmental agencies	
In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.	Consistent. As discussed in Section 5.3, Air Quality, CalEEMod was used to model construction and operational emissions. The potential air quality impacts of the Project have been evaluated pursuant to South Coast AQMD guidance.
Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.	

Good Neighbor Guidelines Policy	Project Consistency
Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , A Health Risk Assessment was prepared for the Project and is included as EIR Appendix C.
A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and offsite increases to ambient noise levels.	Consistent. A Noise Impact Analysis was conducted for the Project (EIR Appendix Q). The results of the analysis are discussed in Section 5.12.
Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.	Consistent. The facility operators would establish a rideshare program as required by South Coast AQMD Rule 2202 and Mitigation Measures AQ-11 and AQ-15. In addition, the Project would include bicycle parking for Project employees.
Require signage about CARB regulations.	Consistent. Signage will be included, as required by Mitigation Measure AQ-8, which would be reviewed and approved by the Building Division during plan check.
All building roofs shall be solar-ready.	Consistent. All proposed warehouse and industrial building would be constructed to support the installation of solar panels. Solar panels would be installed to supply 100% of the power demand of the office areas.
Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).	Consistent. The Project would use low VOC paints and coatings as required by South Coast AQMD Rule 1113 and Mitigation Measure AQ-1.
All signs shall be legible, durable, and weather-proof.	Consistent. Specifications on signage would be reviewed and approved by the Building Division during plan check.

City of Perris General Plan Policies

The Specific Plan Area has a City of Perris General Plan Land Use of Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P). The Harvest Landing Specific Plan establishes the zoning for the properties within the Harvest Landing Specific Plan planning area. The Project includes a Specific Plan Amendment to annex three parcels to the Specific Plan area and designating them as MBU (APNs 305-060-042, 305-060-036, and 305-060-037) and add an MBU overlay to APN 305-060-038, increasing the total Specific Plan area to 358.28 acres. In addition, the Specific Plan Amendment is proposed to change the existing land use plan of the Specific Plan area to replace residential uses with Multiple Business and Commercial uses, as shown in Figure 3-6, *Proposed Harvest Landing Specific Plan Land Use Plan*. The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio within the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris Commercial Community General Plan land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed floor area ratio within the Multiple Business designation from 0.35 to 0.75, which would be consistent with the City of Perris Light Industrial General Plan land use designation. Furthermore, as shown below in Table 5.11-3, the proposed Project would be consistent with the applicable City General Plan Policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Table 5.11-3: City of Perris General Plan Policy Consistency

General Plan Policy	Project Consistency
Land Use Element	
Policy II.A Require new development to pay its full, fair-share of infrastructure costs	Consistent. The Project would be required to pay development impact fees that would contribute to infrastructure improvements pursuant to Perris Municipal Code Chapter 19.68.020.
Policy II.B Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. Pursuant to Perris Municipal Code Chapter 19.68.020, the Project would be required to pay development impact fees to mitigate the cost of public facilities including schools needed to offset the impact of new development.
Policy V.A. Restrict development in areas at risk of damage due to disasters.	Consistent. As further described in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Specific Plan Area is not within a high or very high fire hazard severity zone. As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , the Specific Plan Area is in an area of minimal flood hazard.
Policy V.B. Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Project is consistent with the Basic Compatibility Criteria table as outlined in Perris Municipal Code Section 19.51.060. The Project does not propose any potentially hazardous activities or the bulk storage of hazardous materials which would impact aircraft safety. Therefore, the Project would not pose any hazards to March ARB/IPA.
Circulation Element	
Policy I.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.

General Plan Policy	Project Consistency
<p>Policy I.D Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Project vicinity is served by RTA Route 19, 27, and 30. This existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area. The Project would include construction of a sidewalk along Perris Boulevard that would provide additional pedestrian access to the bus stop from the proposed Project’s commercial and industrial uses.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage.</p>
<p>Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>Consistent. The Project would be required to pay development impact fees that would contribute to infrastructure improvements pursuant to Perris Municipal Code Chapter 19.68.020.</p>

General Plan Policy	Project Consistency
<p>Policy IV.A Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.</p>	<p>Consistent. The Project would include the construction of bikeways and a 12.91-acre water quality management basin with walking paths and exercise equipment. In addition, the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network.</p>
<p>Policy V.A Provide for safe movement of goods along the street and highway system.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue south of Val Verde Elementary School. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue, which would be prevented through installation of signage.</p>
<p>Policy VIII.A Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.</p>	<p>Consistent. The facility operators would establish a Voluntary Commute Trip Reduction Program as required by Mitigation Measure TR-1. In addition, the Project would include bicycle parking for Project employees.</p>
<p>Policy VIII.B Identify Transportation Systems Management (TSM) strategies that will assist in mitigating traffic impacts and that will maintain the desired level of service along the street and highway system.</p>	<p>Consistent. The facility operators would establish a Voluntary Commute Trip Reduction Program as required by Mitigation Measure TR-1. In addition, the Project would include bicycle parking for Project employees.</p>
<p>Conservation Element</p>	
<p>Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, the Project would not result in any significant impacts to biological resources, nor would it conflict with any State and federal regulations with implementation of Mitigation Measures BIO-1 through BIO-3.</p>
<p>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.</p>	<p>Consistent. A General Biological Assessment (EIR Appendix D) was conducted for the Project, which reviewed Project consistency with the MSHCP. Development of the Specific Plan would be in compliance with the requirements set forth in the MSHCP with implementation of Mitigation Measures BIO-1 through BIO-3.</p>

General Plan Policy	Project Consistency
<p>Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.</p>	<p>Consistent. As discussed in Section 5.5, <i>Cultural Resources</i>, a Historical Assessment was prepared for the Project (EIR Appendix I). No historical resources were found onsite. Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts related to archaeological resources would be less than significant, in the event that unknown resources were discovered during ground-disturbing activities. In addition, a Paleontological Resources Assessment was prepared (EIR Appendix L) and Mitigation Measure PAL-1 is included to ensure that potential impacts would remain less than significant in the event that unknown resources were discovered.</p>
<p>Policy V.A Coordinate land-planning efforts with local water purveyors.</p>	<p>Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i>, A Water Supply Assessment was prepared for the proposed Project (EIR Appendix U) comparing the estimated demands of the proposed Project to the projected demand for the Specific Plan based on the EMWD’s 2020 Urban Water Management Plan. The Water Supply Assessment found that the demands of the proposed Project were within the projections of the EMWD’s 2020 UWMP.</p>
<p>Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, stormwater detention facilities would be sized to meet the required design capture volume to meet pollutant control requirements.</p>
<p>Goal VII Protection of significant landforms.</p>	<p>Consistent. As discussed in Section 4.0, <i>Environmental Setting</i>, the Specific Plan Area is disturbed from previous agricultural activities and is vegetated with non-native grasses. The site is relatively flat with a gentle slope. Thus, there are no significant landforms present onsite that would be removed as a part of the Project.</p>
<p>Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.</p>	<p>Consistent. The Specific Plan Area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.</p>
<p>Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.</p>	<p>Consistent. As described within Section 3.0, <i>Project Description</i>, the proposed Project would include EV van accessible, clean air van carpool, and bicycle parking in the Business Park site and Community Shopping Center.</p>
<p>Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, a total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15 gal trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box.</p>
<p>Policy X.C Encourage strategic shape and placement of new structures within new commercial and industrial projects.</p>	<p>Consistent. The Project is designed to orient the industrial and/or warehouse activities and truck access to the west near the I-215 with the commercial uses acting as a buffer between the MBU uses to the west and the residences to the east of Perris Boulevard.</p>

General Plan Policy	Project Consistency
Housing Element	
<p>Politic 2.4 Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).</p>	<p>Consistent. As discussed in Section 5.13 <i>Population and Housing</i>, while the Project would result in the rezoning of 1,860 residential units to non-residential uses, the City’s 2021-2029 Housing Element indicated an abundance of 152 lower income, 399 moderate income, and 2,629 above moderate-income units over the City’s allocated RHNA objectives in order to protect the City from non-compliance with “No Net Loss Law”. Since the existing Specific Plan proposed moderate to above-moderate income housing, the City’s RHNA buffer would be able to accommodate housing capacity reduction as a result of the Project. Further, while the City is responsible for updating the Housing Element sites inventory, there is sufficient capacity to accommodate the remaining RHNA for the Housing Element planning period.</p>
Noise Element	
<p>Policy II.A Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, the Project analyzed construction noise and vibration impacts which includes roadway widening activities. As described in Section 5.12, construction noise impacts associated with Project roadway improvements would be less than significant.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, a portion of the Specific Plan Area from the southeast corner of the intersection of Indian Avenue and Orange Avue up to the northeast corner of the site is within the 60 dBA CNEL noise contour as shown on Figure 5.12-3, <i>Project Site and March ARB/IPA Noise Contours</i>, which is considered a moderate noise impact per March ARB/IPA ALUCP standards. The proposed Commercial and MBU land uses within the 60 dBA CNEL noise contour are consistent with the uses permitted by the March ARB/IPA ALUCP.</p>
<p>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.</p>	<p>Consistent. A Noise and Vibration Analysis was prepared for the potential Project-specific operational impacts to nearby noise-sensitive land uses (EIR Appendix Q). The analysis determined that the Project would not generate noise levels in excess of 60 dBA CNEL at noise sensitive land uses.</p>
Safety Element	
<p>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.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Specific Plan would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the Perris Municipal Code. The Riverside County Fire Department would review the development plans as part of the construction permitting process to ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).</p>

General Plan Policy	Project Consistency
<p>Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, Development of the Phase 1 area would include construction of a 12.91-acre water quality management basin, which would include a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and lift station. Phase 1 development would require the construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Harvest Landing Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of off-site flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, <i>Stormwater Infrastructure Improvements</i>.</p> <p>All Business Park site buildings and the Commercial Big Box Retail building would be served by 8-inch sewer lines which would connect to a new proposed 15-inch sewer main in Perris Boulevard. The new 15-inch sewer main in Perris Boulevard would extend the existing 15-inch sewer main in Perris Road. The new extension would travel south on Perris Boulevard and east on Nuevo Road to Murrieta Road for approximately 8,344 linear feet, as shown on Figure 3-27, <i>Sewer Infrastructure Improvements</i>.</p> <p>Phase 1 development would require the construction of a new 8-inch diameter waterline along Barrett Avenue and an 8-inch waterline in Orange Avenue. In addition, the Project would include construction of an 8-inch waterline in Frontage Road which would connect to a new 8-inch waterline in Walmart Supercenter Drive, as shown on Figure 3-28, <i>Water Infrastructure Improvements</i>.</p>
<p>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.</p>	<p>Consistent. Primary access driveways would be completed prior to the first certificate of occupancy.</p>

General Plan Policy	Project Consistency
<p>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.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.</p>
<p>Policy S-3.3 Ensure businesses in Perris are prepared for emergency and disaster situations.</p>	<p>Consistent. The Project would be built in compliance with the California Building Code and would include signage for emergency situations.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Specific Plan Area is in an area of minimal flood hazard.</p>
<p>Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, stormwater drainage facilities at site would be adequately sized to meet minimum retention volume requirements of the MS4 Permit.</p>
<p>Policy S-4.4 Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Specific Plan Area is in an area of minimal flood hazard.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Specific Plan Area is not within a VHFHSZ.</p>
<p>Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.</p>
<p>Policy S-5.8 Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.</p>	<p>Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i>, a Water Supply Assessment was prepared for the Project (EIR Appendix U) and determined that the Project would require less water than what was estimated by the Eastern Municipal Water District’s 2020 Urban Water Management Plan for the site. Thus, the Project would not require additional water supplies. As discussed in section 5.16, <i>Transportation</i>, ingress and egress would be designed according to the Perris Municipal Code. The Riverside County Fire Department would review the development plans as part of the construction permitting process to</p>

General Plan Policy	Project Consistency
	ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).
<p>Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i>, a Water Supply Assessment was prepared for the Project (EIR Appendix U) and determined that the Project would require less water than what was estimated by the Eastern Municipal Water District’s 2020 Urban Water Management Plan for the site. Thus, the Project would not require additional water supplies.</p>
<p>Policy S-6.1 Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project is consistent with the Basic Compatibility Criteria table as outlined in Perris Municipal Code Section 19.51.060. Therefore, the Project would not pose any hazards to March ARB/IPA.</p>
<p>Policy S-6.2 Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</p>	
<p>Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</p>	
<p>Policy S-7.1 Require all development to provide adequate protection from damage associated with seismic incidents.</p>	<p>Consistent. The Project would be built in compliance with the California Building Code which would ensure the building could provide adequate protection from damage associated with seismic incidents.</p>
<p>Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.</p>	<p>Consistent. As discussed in Section 5.7, <i>Geology and Soils</i>, a Preliminary Geotechnical Evaluation was prepared for the Project and is included as EIR Appendix K.</p>
<p>Policy S-7.3 Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, the Specific Plan Area and the adjacent parcels are relatively flat, with a slight slope in the southwestern direction, and do not contain any hills or steep slopes.</p>
<p>Policy S-8.1 Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.</p>	<p>Consistent. Consistent. As discussed in Impact HAZ-1 in Section 5.8, <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p>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.</p>	<p>Consistent. As discussed in Impact HAZ-1 in Section 5.8, <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p>Open Space Element</p>	
<p>Policy I.A Develop more active recreational parks.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project includes the development of an employee walking path and fitness areas within the 12.91-acre water basin on the west side of the retail center. In addition, employee amenity areas including basketball and pickleball courts for MBU buildings exceeding 100,000 square feet are included as a part of the Specific Plan.</p>

General Plan Policy	Project Consistency
Healthy Community Element	
Policy HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	Consistent. The Project would provide lighting around the Specific Plan Area consistent with Section 19.02.110 of the Perris Municipal Code.
Policy HC 3.5 Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	Consistent. Full build out of the Specific Plan would result in approximately 6,427 new jobs within the City, as discussed in Section 5.14, <i>Population and Housing</i> .
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.	Consistent. The Project would be built to achieve LEED Silver certification and would be required to comply with Title 24 building efficiency requirements, as required by Mitigation Measure GHG-4. In addition, the Project would provide EV charging stations.
Policy HC 6.2 Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	Consistent. The Project would install a recycled water line for landscape irrigation. In addition, landscape irrigation would be required to designed consistent with Perris Municipal Code Section 19.70.030, which outlines water conservation requirements for new developments.
<p>Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities</p> <ul style="list-style-type: none"> • 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 pollutant for which the daily threshold is exceeded. 	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , the Project would be required to comply with applicable South Coast AQMD rules to reduce construction-related air quality emissions.
Environmental Justice Element	
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 barriers, traffic diversion.	Consistent. The proposed Project would develop the Specific Plan Area with industrial uses adjacent to the I-215 and other industrial uses to the west. The proposed Project would also construct commercial uses to the east of the MBU area to buffer between the industrial uses onsite and the residences to the east.
Support identification, clean-up and remediation of local toxic sites through the development review process.	Not Applicable. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Specific Plan Area is not listed on a clean-up or remediation site.

General Plan Policy	Project Consistency
<p>As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."</p>	<p>Consistent. As discussed in Table 5.11-2 above, future developments within Phase 2 would be conditioned to comply with the applicable Good Neighbor Guidelines policies upon approval.</p>
<p>A community that actively works to reduce the impacts of poor air quality.</p> <ul style="list-style-type: none"> • Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process. • Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks. 	<p>Consistent. While the proposed Project would not improve air quality, the Project would implement the mitigation measures outlined in Sections 5.3, <i>Air Quality</i>, and 5.8, <i>Greenhouse Gas Emissions</i>, that are specified to reduce the Project's air quality impacts to the maximum extent feasible, and the Project would be built to achieve LEED Silver certification (are required by Mitigation Measure GHG-4) and would be required to comply with Title 24 building efficiency requirements. in order to minimize greenhouse gas emissions.</p>
<p>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.</p>	<p>Consistent. The Project includes the development of an employee walking path within the 12.91-acre water basin on the west side of the community retail site.</p>

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

The Project would comply with the following plans, which would further reduce potential impacts.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana Regional Water Board. The Regional Water Board sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality and potential beneficial uses of the water. As described in Section 5.10, *Hydrology and Water Quality*, the Project would be required to obtain the Regional MS4 permit, which requires compliance to NPDES standards for stormwater management and pollution prevention measures.

Based on the foregoing analysis, the proposed Project would not 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, and impacts would be less than significant

5.11.7 CUMULATIVE IMPACTS

Cumulative impacts associated with land use and planning are analyzed in relation to projected growth in the City of Perris. Cumulative projects in the City of Perris would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Perris would utilize regional planning documents such as Connect SoCal 2024 during planning, and the City's General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment.

While cumulative projects could include General Plan amendments and/or zone changes, the proposed Project would be within the projected growth analyzed within the General Plan and Connect SoCal 2024. Past and present cumulative projects do not involve amendments that would eliminate the application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.11.8 EXISTING REGULATIONS

None.

5.11.9 PROJECT DESIGN FEATURES

None.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts LU-1 and LU-2 would be less than significant.

5.11.11 MITIGATION MEASURES

None.

5.11.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts LU-1 and LU-2 would be less than significant.

5.11.13 REFERENCES

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