



**NOTICE OF PREPARATION AND SCOPING MEETING
RAMONA GATEWAY COMMERCE CENTER PROJECT
Draft Environmental Impact Report**

March 24, 2022

To:
(Potential Responsible, Trustee,
Federal and Local Agencies, and nearby
Property owners)

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

CEQA LEAD AGENCY:

City of Perris
Planning Division
135 North "D" Street
Perris, CA 92570
(951) 943-5003 ext. 115
Contact: Mathew Evans, Project Planner

SUBJECT: Ramona Gateway Commerce Center Project

- Conditional Use Permit (CUP) (Case No. PLN21-05216) for Retail Uses
- Development Plan Review (DPR) (Case No. DPR21-00013) for the Proposed Warehouse
- Specific Plan Amendment (SPA) (Case No. PLN21-05218) for the Proposed Warehouse
- Tentative Parcel Map (TPM) No. 38292 (Case No. PLN21-05219)
- Street Vacation (Dawes Street (Case No. PLN21-05220)
- Environmental Impact Report (Case No. PLN21-05217)

The City of Perris is commencing preparation of a Draft Environmental Impact Report (EIR) for the Ramona Gateway Commerce Center Project (referred to herein as the Project), and has released this Notice of Preparation (NOP) per the requirements of the California Environmental Quality Act (CEQA). The City wants to know the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the environmental impact report (EIR) prepared by the City when considering issuance of a permit or other approval for the Project. Information gathered during the NOP comment period will be used to shape and focus future analyses of potential environmental impacts.

A description of the Project, its location, and potential environmental effects, is attached. The City of Perris has determined that an EIR is required and no Initial Study will be prepared (see State CEQA Guidelines, Sections 15060 and 15081).

NOP COMMENT PERIOD:

The City invites you to submit written comments describing your specific environmental concerns. If you are representing a public agency, please identify your specific areas of statutory responsibility, if applicable. Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be sent no later than 30 days after receipt of this notice. **The NOP public comment period begins on March 30, 2022 and ends on April 29, 2022. A public scoping meeting is scheduled for 6:00 p.m., on April 20, 2022 in the City Council Chambers of the City of Perris, 101 North "D" Street.** Please send your written comments to the City staff contact identified above, and please include your name, address, and contact information in your correspondence.

Project Title: Ramona Gateway Commerce Center Project

Project Applicant: Mr. Daniel Sachs
PERRIS LANDCO LLC
3130 20th Street, Suite 290
San Francisco, CA 94110

Date: March 24, 2022

Signature:



Mathew Evans, Project Planner

I. PROJECT SITE LOCATION AND SETTING

The approximately 50-gross-acre¹ Ramona Gateway Commerce Center Project (Project) site is generally located south of Ramona Expressway, west of Webster Avenue, east of Nevada Avenue, and north of Val Verde High School, in the City of Perris, Riverside County. The regional and local vicinity of the Project area are shown in Figure 1 (attached at the end of this NOP). The Project site is within the boundaries of the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP) (City of Perris, 2021a). The southern portion of the Project site is designated for Business Professional Office uses and the northern portion of the Project site is designated for Commercial uses in the PVCCSP (City of Perris, 2021b).

As shown on the aerial photograph provided in Figure 2, the Project site consists of undeveloped land that has been subject to a variety of anthropogenic disturbances associated with historic agricultural activities, surrounding development, and routine weed abatement/disking activities. The Project site is relatively flat with elevations ranging from approximately 1,479 to 1,495 feet above mean sea level. The previous site disturbances have eliminated the natural plant communities that historically occurred on the Project site and no native plant communities occur onsite. The Project site supports one plant community (non-native grassland) and the remaining land cover type is classified as disturbed. One ephemeral water feature occurs onsite and originates at Nevada Avenue in the middle of the western boundary of the Project site. The stormwater run-on originates from properties west of the Project site and before that, from a culvert beneath I-215. Once onsite, these ephemeral feature traverses the site from west to east toward the eastern boundary of the site, where there are three storm drain inlets along eastern boundary of the site. The onsite feature dissipates/infiltrates onsite and does not present a surface hydrologic connection to any downstream waters. Therefore, the onsite feature would not qualify as jurisdictional by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife.

The Project site is located within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project site is not located within any MSHCP Criteria Cell or designated conservation area, Core or Linkage area, Mammal Survey Area, Amphibian Survey Area, Criteria Area Species Survey Area, Narrow Endemic Plant Species Survey Area, or Burrowing Owl Survey Area. Additionally, the onsite ephemeral water feature would not qualify as riparian/riverine habitat under the MSHCP.

The Project site is located approximately 1.2 miles south of the March Air Reserve Base/Inland Port Airport (MARB/IPA), is within the Airport Influence Area, and is within the City's Airport Overlay Zone. Specifically, the Project site is within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal Aviation Regulations (FAR), Part 77 (Imaginary Surfaces), and Compatibility Zone C1 (Primary Approach/Departure Zone) of the 2014 MARB/IPA Land Use Compatibility Plan (ALUCP).

The area adjacent to and south of the Project site has a Public/Semi-Public land use designation in the PVCCSP and is developed with Val Verde High School, Val Verde Academy, and the Val Verde Regional Learning Center. The area to the north of the Project site (north of Ramona Expressway) has Commercial and Light Industrial PVCCSP land use designations. The area adjacent to and immediately north of Ramona Expressway (with a Commercial land use designation) remains undeveloped but is planned for a previously approved retail

¹ The Project site is 49.97 gross acres and 49.17 net acres and includes Assessor Parcel Numbers (APNs) 317-120-021; 317-130-048, -025, -021, and -017.

development. There are existing industrial uses to the north of the undeveloped area. The area to the west of the Project site (west of Nevada Avenue) has Commercial and Potential Basin Area PVCCSP land use designations and is currently undeveloped. I-215 is located approximately 600 feet to the west of the Project site and forms the western boundary of the City of Perris and the PVCCSP planning area. The area to the east of the Project site (east of Webster Avenue) is currently undeveloped and has a Light Industrial PVCCSP land use designation. There are existing industrial uses further to the east.

II. PROJECT BACKGROUND

On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting Specific Plan Zoning for properties within the PVCCSP planning area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amended, with Amendment No. 12 occurring in January 2022. In conjunction with its approval of the PVCCSP, the City complied with CEQA by preparing and certifying the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse No. 2009081086) (City of Perris, 2011).

III. PROJECT DESCRIPTION

The Project Applicant is requesting the discretionary approvals described below. Figure 3 presents the conceptual site plan for the proposed retail and warehouse uses. It is estimated that construction of the Project would be initiated in 2023 and would be completed by 2024.

1. Conditional Use Permit (CUP) for the Proposed Retail Development

The proposed commercial uses are consistent with the land use and zoning designations for the Project site; however, as required by the PVCCSP, the Project Applicant is requesting a “master” CUP for the proposed drive-thru restaurants and convenience store, described below. Specific retail tenants have not been identified; therefore, for purposes of analysis in the EIR, the proposed conceptual site plan represents the anticipated mix and site design for retail uses at the Project site. However, other retail uses may ultimately be contemplated, consistent with that allowed under the PVCCSP.

- **Buildings.** The retail component of the Project encompasses approximately 7.6 gross acres (7.0 net acres) along the south side of Ramona Expressway and based on the current conceptual site plan would include up to 37,215 square feet (sf) of retail uses in eight buildings including four drive-thru restaurants, two multi-tenant buildings (one with a drive-thru), a convenience store (with potential alcohol sales for off-site consumption), a gas station with a canopied fuel station, and a car wash.
- **Access, Circulation, and Parking.** Access to the proposed retail uses would be provided via driveways on Webster Avenue, Nevada Avenue, and Ramona Expressway. Stop-controlled driveways would be provided along both Nevada and Webster avenues. The Project Applicant’s proposed site plan includes two access points along Ramona Expressway; the western access along Ramona Expressway would be signalized, allowing for full access (no turn restrictions), and the eastern access would be stop-controlled. A signal would also be installed at the intersection of Nevada Avenue and Ramona Expressway. As directed by the City, access options are being evaluated in the EIR and supporting technical studies, as applicable, including elimination of the

eastern driveway along Ramona Expressway, and limiting turning movements at the other stop-controlled driveways. The Alternate Retail Access Site Plan without the eastern driveway along Ramona Expressway is also presented in Figure 3. On-site parking provided would exceed the City's parking requirements.

- **Offsite Improvements.** The Project would include site-adjacent roadway improvements. Ramona Expressway would be constructed to its ultimate half-width as an Expressway and would include the construction of a third eastbound through lane and other lane improvements along the south side of Ramona Expressway needed for site access (such as right-turn lanes and acceleration lanes). The addition of a third westbound lane along most of the north side of Ramona Expressway between Webster and Nevada Avenues is also proposed. Nevada Avenue would be constructed to its ultimate half-width as a Collector. Per direction from the City of Perris, a Class I multipurpose trail would be provided along Ramona Expressway (meandering), and Webster and Nevada avenues. Per input provided by the Riverside Transit Agency (RTA), a bus turnout would be provided along the south side of Ramona Expressway near the intersection with Webster Avenue.
- **Landscaping and Lighting.** Landscaped parkways would be provided along the adjacent roadways consistent with PVCCSP requirements; Ramona Expressway and Webster Avenue are designated as a Major Roadway Visual Corridors in the PVCCSP. A combination of landscaping and up to three-foot-high berms would be provided along Ramona Expressway to screen views of vehicles in drive-thru aisles. Landscaping would also be provided within the retail site, including parking areas for visual quality and shade. Onsite exterior lighting would be provided throughout the retail site as required for security and wayfinding.
- **Utilities.** The retail component of the Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed retail uses. The onsite utility infrastructure would connect to existing utilities in the vicinity of the Project site or new utility lines that would be installed within the public right-of-way adjacent to the Project site. This would include a public 60-inch reinforced concrete pipe (RCP) that would eventually act as the ultimate outlet storm drain line from the future detention basin planned west of Nevada Avenue to the existing 60-inch storm drain on Webster Avenue. This facility would initially begin near the southern property border and run under Nevada Avenue, then east across the northly portion of the Project within a public access/maintenance easement designed to Riverside County Flood Control District standards.

2. Development Plan Review (DPR) for the Proposed Industrial Warehouse Building

The Project Applicant is requesting a DPR for the proposed construction and operation of the industrial warehouse building described below and shown on the conceptual site plan provided on Figure 3.

- **Warehouse Building.** The industrial component of the Project would include a 950,224-square-foot Class A high-cube warehouse building (including 20,000 sf of office space) on approximately 42.4 gross acres (42.2 net acres). The warehouse building would include 850,224 sf of ground floor building area and up to 100,000 sf of mezzanine area. The tenant is not known at this time; therefore, for purposes of analysis, it is assumed that 95 percent of the building square footage would be operated as a high-cube fulfillment center warehouse, 5 percent would be operated as a

high-cube cold storage warehouse, and the building could operate 24 hours a day, seven days a week.

The proposed building would be a cross-dock building with 124 loading dock positions (62 on both the east and west sides of the building) and four at-grade doors (for truck access or service access into the building) within enclosed/screened truck courts for truck trailer parking. The building would comply with applicable standards and guidelines outlined in the PVCCSP related to architecture and, in general, would have a modern industrial design. The building would have a maximum building height of 49 feet. Required indoor and outdoor employee amenities would also be provided.

- **Access, Circulation, and Parking.** Access would be provided from driveways along Webster and Nevada Avenues. Stop-controlled driveways near the southern property border on both Nevada and Webster Avenues exclusively for automobiles would provide access to the automobile parking area south of the warehouse building for employees and visitors entering/exiting the primary office area located in the southeast corner of the building. Two additional stop-controlled driveways would be provided along Nevada Avenue exclusively for truck access. The northern driveway would provide access to the east and west truck courts. The automobile parking area on the north side of the building is intended for use by delivery and maintenance van/vehicles. There would be no truck access to the southern automobile parking area (with the exception of emergency access vehicles). The separated auto and truck access is intended to prevent potential conflicts between trucks, automobiles, and pedestrians.

Onsite pedestrian pathways would connect to existing and proposed sidewalks along adjacent roadways and bicycle facilities would be provided onsite to encourage non-vehicular modes of transportation.

- **Offsite Improvements.** Nevada Avenue would be constructed to its ultimate half-width as a Collector, and site-adjacent roadway and streetscape improvements would be constructed along Nevada and Webster avenues, pursuant to the City's requirements. Class I multipurpose trails would be provided along Webster and Nevada avenues, which would seamlessly connect with the Class I multipurpose trails to be constructed as part of the proposed retail development.
- **Truck Routes.** Trucks traveling to/from the Project site would be required to access PVCCSP-designated truck routes. Directional signage would be provided onsite to direct drivers accordingly. Based on direction from the City and concurrence by the Val Verde School District, to access the nearest designated truck route, trucks would use Nevada Avenue, the Frontage Road, and Placentia Avenue, a PVCCSP designated truck route, to travel to and from I-215. The I-215/Placentia Avenue interchange is scheduled to be completed by 2022.
- **Landscaping, Walls/Fences, and Lighting.** Landscaped parkways would be provided along Webster and Nevada Avenues consistent with PVCCSP requirements; Webster Avenue is a designated as a Major Roadway Visual Corridor. To obstruct views from these roadways into the truck courts, there would be combinations of earthen berms and screen walls totaling 14 feet provided along Webster and Nevada avenues (up to eight feet of exposed walls as viewed from the street). Landscaping would also be provided along the entire site perimeter, within the automobile parking areas for visual quality and shading, and at select building-adjacent locations. In addition to landscaping provided in the southern parking lot, extensive landscaping would be provided along the southern property boundary to provide a buffer between the proposed building and school uses to the south. An eight-foot-high steel tubular fence would be provided along the boundary between

the proposed retail and industrial uses, and a six-foot-high steel tubular fence would extend along the onsite drainage channel. The existing fence along the southern property boundary would be retained with potential improvements to mitigate noise, as needed. Onsite exterior lighting would be provided throughout the industrial site as required for security and wayfinding.

- **Utilities:** The industrial component of the Project would also include the installation of on-site storm drain, water quality, water, sewer, electric, and telecommunications infrastructure systems to serve the proposed industrial use. The onsite utility infrastructure would connect to existing utilities in the vicinity of the Project site. In addition to storm drain infrastructure to accommodate storm water from the Project site, the Project would include the construction of a private overflow stormwater channel, which has been designed to capture any sheet flow runoff that exceeds the capacity of the proposed 60-inch RCP storm drain. This would be a trapezoidal channel, with a stilling basin at the downstream terminus of the channel.

3. Specific Plan Amendment for the Proposed Industrial Warehouse Building

The current General Plan land use designation and Zoning for the Project site is Specific Plan (i.e., the PVCCSP). The Project site has a PVCCSP land use designation of Commercial (northern portion of the Project site) and Business Professional Office (BPO) (southern portion of the Project). A Specific Plan Amendment is required for the proposed industrial use. Specifically, the following amendments to the PVCCSP (most recently amended in January 2022) are proposed.

- **Change (rezone) the PVCCSP land use designation** for 19.23 acres of BPO and 23.19 acres of Commercial to Light Industrial (LI) to facilitate development of the proposed 950,224 sf warehouse building.
- **Revise Figure 2.0-1, Specific Plan Land Use Designation**, to change the land use designations for the southern portion of the Project site (approximately 42.4 acres) from Commercial and BPO to Light Industrial (LI) as indicated above.
- **Revise Table 2.0-1, Land Use Comparison**, to update the acreage calculations for “Proposed Acres” as follows: reduce Commercial from 270 to 251 acres, reduce BPO from 271 to 248 acres, and increase LI from 2,033 to 2,075 acres.
- **Revise Figure 4.0-16, Residential Buffer**, to reflect the proposed changes in land use designations for the Project site as described above for Figure 2.0-1.
- **Revise Various PVCCSP figures to remove Dawes Street**, a “paper” street within the Project site that would be vacated as part the Project.

4. Tentative Parcel Map (TPM) No. 38292

The Project involves proposed TPM No. 38292 to re-subdivide the existing five-parcel Project site into seven parcels (six parcels for the proposed retail uses and one parcel for the proposed industrial use); and to vacate Dawes Street, which extends (on paper only) east-west through the site. The existing APNs subject to the proposed changes are: 317-120-021, 317-130-048, 317-130-025, 317-130-017, and 317-130-021.

IV. REQUIRED PERMITS/ACTIONS

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris, as the Lead Agency, is charged with the responsibility of deciding whether to approve the Project. As identified above, the following approvals and permits are required from the City of Perris to implement the Project:

- **Certification of the EIR** with the determination that the EIR was prepared in compliance with the requirements of CEQA
- **CUP** for the retail uses
- **DPR** for the industrial use site plan and building elevations
- **TPM No. 38292** to create eight parcels for the proposed retail and industrial uses, and to vacate Dawes Street.
- **PVCCSP Amendment** to change the existing PVCCSP land use designation for the industrial component of the Project from Business Professional Office and Commercial Light industrial.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Final Water Quality Management Plans to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies include:

- **Regional Water Quality Control Board.** A National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- **Riverside County Flood Control & Water Conservation District.** Approval of storm drain plans for public storm drain.
- **Eastern Municipal Water District.** Approval of Water Supply Assessment and water and sewer improvement plans.
- **South Coast Air Quality Management District (SCAQMD).** Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants.
- **Other Utility Agencies.** Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

V. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

The PVCCSP EIR is a program EIR, and project-specific evaluations in a later-tier environmental documents for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, “The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the Project will incorporate the information and analysis presented in the PVCCSP EIR, when applicable.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects in the Specific Plan area. The City of Perris requires that future development projects in the PVCCSP planning area comply with the required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner. Relevant Standards and Guidelines and PVCCSP EIR mitigation measures that are incorporated into the Project will be listed for each topical issue in the EIR.

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

Based on currently available information, and as discussed below, the City has determined that the Project would have no impacts or less than significant impacts related to agricultural and forestry resources, mineral resources, population and housing, and wildfire. Therefore, no further analysis of these environmental topics will be provided in the Draft EIR.

- **Mineral Resources.** Figure OS-6, Mineral Resource Zones, of the Riverside County General Plan for the area shows that the Project site is located within Mineral Resource Zone 3 (MRZ-3). MRZ-3 represents areas where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit cannot be evaluated from available data (Riverside County, 2015). In addition, the California DOC does not show oil, gas, or geothermal fields underlying the site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (DOC, 2021). No sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the City of Perris General Plan or the Riverside County General Plan (City of Perris, 2005; Riverside County, 2015). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur. No impacts related to mineral resources would result from the Project.
- **Population and Housing.** The Project site is currently undeveloped and construction of the Project would not require the construction of replacement housing, and would not displace any existing housing or residents. The Project does not involve the development of residential uses and would not directly increase the resident population, but would create jobs and increase employment in the City of Perris. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. The Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the region; therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. One employee per 1,030 sf is estimated for Light Industrial floor space and one employee per 500 sf is estimated for commercial uses. The Project consists of the construction and operation of up to 950,224 sf of warehouse uses, and 37,215 sf of commercial retail uses.

Based on the employment generation factors in the PVCCSP EIR, the Project could generate approximately 923 new industrial employees and 74 new commercial retail employees (approximately 997 new jobs). The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of “Growth Inducing Impacts” in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the Project (997 employees) represents approximately 1.8 percent of the total employment generation anticipated in the Specific Plan area. Further, this represents approximately 3.8 percent of the City’s projected employment base by 2045 as presented in the Southern California Association of Governments (SCAG) *Connect SoCal* (26,400 employees) (SCAG, 2020). Additionally, similar to the short-term construction jobs, it is anticipated that these new retail and warehouse positions would be filled by workers who would already reside in the region. The Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project site and would involve improvements to adjacent roadways, consistent with the PVCCSP. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area.

- **Public Services.** The PVCCSP EIR Initial Study concluded that development within the PVCCSP area, which includes the Project site, would result in less than significant impacts to public services. The City of Perris has concluded that the Project would not result in potentially significant impacts to public services as discussed below.
 - **Fire Protection.** While implementation of the Project would not involve new residential uses or uses that would increase the City’s population, the operation of the proposed industrial and retail buildings would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped site. California Department of Forestry and Fire Protection (CAL FIRE), under contract with Riverside County and operating as RCFD, provides fire prevention and suppression to the City of Perris. RCFD Station No. 1 located at 210 W. San Jacinto Avenue and RCFD Station No. 90 at 333 Placentia Avenue exclusively serve the City of Perris. RCFD Station No. 1 is approximately 7.2 roadway miles southeast of the Project site. RCFD Station No. 90 is approximately 2.6 roadway miles southeast of the Project site. Other RCFD stations respond to emergency service calls in the City on an as-needed basis. The Project would create the typical range of service calls for industrial and retail developments, such as medical aid, fire response, and traffic collisions. The Project would be designed in compliance with all applicable ordinances and standard conditions established by the RCFD and/or the City or State including, but not limited to those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Compliance with applicable regulations would be confirmed by the RCFD during its review of development plans to ensure it has the capacity to provide proper fire protection to the development. The development of the Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, the Project Applicant would be required to pay North Perris Road and Bridge Benefit District (NPRBBD) fees, inclusive of the City’s Development Impact Fee (DIF), which provides a funding source for construction of fire facilities as a result of impacts related to future growth in the City. The Project would not require the construction of new or expanded fire protection facilities; therefore, no physical impacts would result and the impact would be less than significant.

- **Police Protection.** While implementation of the Project would not involve new residential uses or uses that would increase the City's population, the operation of proposed industrial and retail buildings would increase the demand for police protection services at the currently undeveloped site. The City of Perris contracts with the Riverside County Sheriff Department (RCSD) for the provision of municipal police services in the City. The Project would be designed and operated in compliance with the standards provided within the City's Municipal Code, RCSD, and the PVCCSP for new development in regards to public safety. The Perris Police Station is located at 137 N. Perris Boulevard and is located approximately 4.2 roadway miles southeast of the Project site. Sheriff response times vary by time of day and priority of the call. Typical operational police protection services involved with the proposed industrial and retail uses include after-hours patrol, crime and traffic accident/collision responses, and calls for service. The Project Applicant would be required to contribute DIF fees which would ensure the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, Project's incremental demand for sheriff protection services would be less than significant with the Project's mandatory payment of DIF fees. The Project would not require the construction of new or expanded police protection facilities; therefore, no physical impacts would result and the impact would be less than significant.
- **Schools.** The Project site is located with the Val Verde Unified School District (VVUSD), which covers 67 square miles in Riverside County, and is comprised of 21 schools serving pre-kindergarten through 12th grade (VVUSD, 2020). The Project site is within the service area for the following schools: Val Verde Elementary School (Elementary school serving 6th Grade), Lakeside Middle School, Rancho Verde High School, and Val Verde High School (located adjacent to and south of the Project site). The Project would not directly create a source of students, as the Project does not involve the development of residential land uses. Therefore, no school-age children would be living at the Project, and no direct demand for school services and facilities would occur. Additionally, as previously discussed, it is expected that the new jobs that would be created by the Project would be filled by individuals that reside in the area. Appropriate developer impact fees, as required by State law, shall be assessed and paid by the Project Applicant to the VVUSD. Section 65995(b) of the *California Government Code* establishes the base amount of allowed developer fees and allows increases in the base fee every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the payment of the required fees and with no additional students generated from the Project, no significant impacts to school services would result. The Project would not require the construction of new or expanded police protection facilities; therefore, no physical impacts would result and the impact would be less than significant.
- **Parks.** The City of Perris Community Services Department provides community services and recreational and leisure time opportunities and is responsible for the planning, development, and maintenance of the City's parks and recreational facilities. The Project area currently does not contain any parkland or recreational facilities. The nearest park is Paragon Park, located approximately 1.8 miles southeast, and includes the following amenities: basketball court, fitness equipment, parking lot, picnic tables, playground, restrooms, sheltered picnic tables, and skate park (City of Perris, 2021). The Project does not propose the development of any type of residential land use or other use that would result in a direct increase in the City's population or demand for park services. The

Project would not require the construction of new or expanded park facilities; therefore, no physical impacts would result and the impact would be less than significant.

- **Other Public Facilities.** Residents of the City of Perris are provided library services through the Riverside County Library System (RCLS). As identified in the PVCCSP EIR Initial Study, development of allowed uses under the PVCCSP, including industrial and retail uses proposed as part of the Project, would not directly increase the demand for library or other public services as no new residential uses would be developed and no direct increase in the resident population would result that may create a demand for library services. As previously discussed, it is expected that the new jobs that would be created by the Project would be filled by individuals that reside in the area. The Project would not require the construction of new or expanded library facilities; therefore, no physical impacts would result and the impact would be less than significant.
- **Recreation.** The City's Community Services Department is responsible for recreational facilities in the City. As required by Section 8.2 of the PVCCSP, the Project would provide onsite employee amenities. The Project would not require the construction or expansion of public recreational facilities or result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities. This is because the Project does not involve the development of residential uses, and the proposed industrial and retail uses would not create an increase in the use of such facilities. The Project would not require the construction of new or expanded recreational facilities; therefore, no physical impacts would result.
- **Wildfire.** According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project site is not located in or near an area identified as being a "Wildfire Hazard Area" (Perris, 2016). Additionally, according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program (FRAP), the Project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) of the City (CalFire, 2021). The Project site is located within the limits of the City of Perris, and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Therefore, the Project would have no impacts related to wildfires.

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

- **Aesthetics.** The Project, which is in a developing area, would alter the existing visual character of the Project site and would introduce new sources of light during construction and operation. The Draft EIR will evaluate the potential for the Project to have an adverse effect on a scenic vista, to degrade the visual character of the area character, and to create potential light and glare impacts. The Project site is not within a State scenic highway, which will also be discussed in the Draft EIR.
- **Agriculture and Forestry Resources.** Pursuant to CEQA Section 21060.1, agricultural land means Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria as modified for California. The State CEQA Guidelines Appendix G thresholds of significance used by the City of Perris for CEQA purposes states that a significant impact to agriculture could occur if a project was to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

(Farmland) to non-agricultural use. Based on the California Department of Conservation's (DOC's) 2018 Farmland Mapping and Monitoring Program (FMMP), the Project site includes Farmland of Local Importance, and is surrounded by areas also designated as Farmland of Local Importance or Urban and Built-Up Land (DOC, 2018). The Project site and surrounding areas are not currently being utilized for agricultural purposes. Moreover, the Project site is not within an area subject to the California Land Conservation Act of 1965 (Williamson Act), is not zoned for agricultural or forestry uses, and does not include forestry resources. Accordingly, no impacts related to agricultural or forestry resources would result from the Project. Notwithstanding, potential impacts to agricultural resources will be addressed in the Draft EIR.

- **Air Quality.** The Project area is in the South Coast Air Basin (Basin). Air quality in the Basin is administered by the South Coast Air Quality Management District. Impacts related to the following topics will be addressed in the forthcoming Draft EIR: consistency with the Air Quality Management Plan for the Basin; the potential for a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under applicable air quality standards; the potential exposure of sensitive receptors to substantial pollutant concentrations, including mobile source health risk impacts; and potential for the other emissions (such as those leading to odors adversely affecting a substantial number of people).
- **Biological Resources.** As previously identified, the Project area is within the Western Riverside County MSHCP area. The Draft EIR will identify existing biological resources at the Project site and will address potential impacts to sensitive species, sensitive natural communities, riparian habitat and protected wetlands; and, wildlife movement. The Project's consistency with the City's Urban Forestry Ordinance (Ordinance 1262), and the Western Riverside County MSHCP will also be addressed in the Draft EIR.
- **Cultural Resources.** During construction of the Project, ground-disturbing activities could encounter previously unknown historical or archaeological resources, or human remains. Potential impacts to cultural resources will be addressed in the Draft EIR.
- **Energy.** The Project will consume energy resources during construction and operation. The Draft EIR will address the potential for the Project to result in the wasteful, inefficient, or unnecessary consumption of energy resources, and whether the Project would conflict with state or local plans for renewable energy or energy efficiency.
- **Geology and Soils.** The Draft EIR will address the geological, soil, and seismic hazards having the potential to impact the Project and Project occupants. The Project site is in an area with high paleontological sensitivity, and the potential to impact paleontological resources will be addressed in the Draft EIR.
- **Greenhouse Gas Emissions.** The potential for the Project to generate greenhouse gas (GHG) emissions during construction and operation, either directly or indirectly, that may have a significant impact on the environment will be addressed in the Draft EIR. Furthermore, the Draft EIR will include an evaluation of consistency of the Project with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.
- **Hazards and Hazardous Materials.** The Draft EIR will address potential hazards during construction and operation of the Project, and the potential for exposure of construction workers and Project occupants to hazardous materials. The Project site is immediately north of Val Verde High School and potential impacts to the school resulting from the handling of hazardous

materials will be addressed in the Draft EIR. The Draft EIR will evaluate the potential safety and noise impacts related to the Project's proximity to the MARB/IPA and consistency with applicable provisions of the MARB/IPA ALUCP. The potential to impair or interfere with an adopted emergency response plan will also be addressed. As identified previously, the Project area is not in a wildfire hazard area; therefore, no further analysis of the potential for wildland fires will be provided in the Draft EIR.

- **Hydrology and Water Quality.** The Draft EIR will address the potential for the Project to violate water quality standards and to degrade water quality during construction and operation. Project features included in the Project-specific Preliminary Water Quality Management Plan (WQMP) to treat and/or limit the entry of contaminants into the storm drain system will be identified in the Draft EIR. The Project would increase the amount of impervious surface on the Project site. Changes to the drainage patterns will be identified in the Draft EIR and potential impacts from these changes related to erosion and siltation, the amount and rate of storm water runoff, flooding and impeding flood flows, and storm drain capacity will be addressed. The Draft EIR will also address the potential for release of pollutants from Project inundation, and the Project's consistency with the applicable water quality control plan and sustainable groundwater management plan.
- **Land Use and Planning.** The Project would involve the construction and operation of industrial and retail uses. The consistency of the Project with applicable General Plan goals and policies, the PVCCSP, and zoning will be addressed in the Draft EIR. Analysis of the Project's consistency with applicable provisions of the MARB/IPA ALUCP, and SCAG's regional planning programs will also be provided. The Project would not divide an established community, which will be addressed in the Draft EIR.
- **Noise.** The Draft EIR will address the potential for construction-related and operational (stationary and mobile) noise increases to exceed applicable established noise standards, and the potential for vibration during construction and operation. The potential for exposure of Project occupants to noise from the MARB/IPA will also be addressed.
- **Transportation.** The Draft EIR will address the potential for the Project to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project's consistency with CEQA Guidelines Section 15064.3(b), which requires that traffic impacts be measured based on vehicles miles traveled (VMT) will also be analyzed in the Draft EIR, in compliance with the City's Transportation Impact Analysis Guidelines (TIA Guidelines) adopted in June 2021. The potential for the Project to increase hazards due to geometric design, and to result in inadequate emergency access will also be addressed in the Draft EIR.
- **Tribal Cultural Resources.** The Draft EIR will discuss impacts related to tribal cultural resources directly related to California Native American tribes that populated the area where the Project area is geographically located. The Draft EIR will also discuss the results of Native American consultation activities conducted by the City, as required by Assembly Bill (AB) 52.
- **Utilities and Service Systems.** The Project involves the installation of utility infrastructure needed to serve the Project (e.g., water, sewer, storm drains, electric, natural gas, telecommunications). The physical environmental impacts resulting from the installation of utility infrastructure on- and off-site will be addressed in the Draft EIR. The Draft EIR will present the results of a Water Supply Assessment to be conducted by the EMWD, and will address the capacity of the EMWD's water treatment facilities. The solid waste generation from

the Project during construction and operation will be estimated, and the Draft EIR will address the capacity of the local infrastructure for solid waste management, and whether the Project would comply with solid waste management regulations.

VI. FUTURE PUBLIC MEETINGS

As identified previously, the City of Perris will conduct a Draft EIR scoping meeting on April 20, 2022, during the regularly scheduled Planning Commission meeting. At the meeting, the City will provide background information on environmental impact reports, provide a brief overview of the Project and will solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. Issues identified during the scoping meeting will be addressed in the Draft EIR (as appropriate).

VII. RESPONSE TO THIS NOTICE OF PREPARATION

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

Mathew Evans, Project Planner
City of Perris Planning Division
135 North "D" Street
Perris, California 92570
Email: mevans@cityofperris.org
(951) 943-5003 ext. 115

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

VIII. DOCUMENTS INCORPORATED BY REFERENCE AND REFERENCES

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference. The reports are available for review at the City of Perris Planning Division at the address above.

- *Perris General Plan 2030 Environmental Impact Report*, SCH No. 2004031135, certified April 26, 2005 (City of Perris, 2005)
- *Perris Valley Commerce Center Specific Plan*, adopted January 10, 2012 and amended through January 2022 (Amendment No. 12) (City of Perris, 2021b)
- *Perris Valley Commerce Center Final Environmental Impact Report*, SCH No. 2009081086, certified January 10, 2012 (City of Perris, 2011)

The following supporting documentation was used in preparing this NOP:

California Department of Conservation (DOC), Division of Oil, Gas, and Geothermal Resources (DOGGR). 2021 (May 4, access date). Division of Oil, Gas, and Geothermal Resources Well Finder. Sacramento, CA: DOC DOGGR.
<https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.35333/33.95744/11>

California DOC, Farmland Mapping and Monitoring Program (FMMP). 2018. California Important Farmland Finder. Sacramento, CA: FMMP. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

California Department of Forestry and Fire Protection (CalFire). 2021. Fire Hazard Severity Zone Viewer. Sacramento, CA: CalFire. <https://egis.fire.ca.gov/FHSZ/>.

Perris, City of. 2005 (April, approved). Comprehensive General Plan 2030. Perris, CA: the City. <http://www.cityofperris.org/city-hall/general-plan.html>.

———. 2011 (July, certified). Perris Valley Commerce Center Specific Plan Environmental Impact Report. Perris, CA: the City. <https://www.cityofperris.org/departments/development-services/specific-plans>

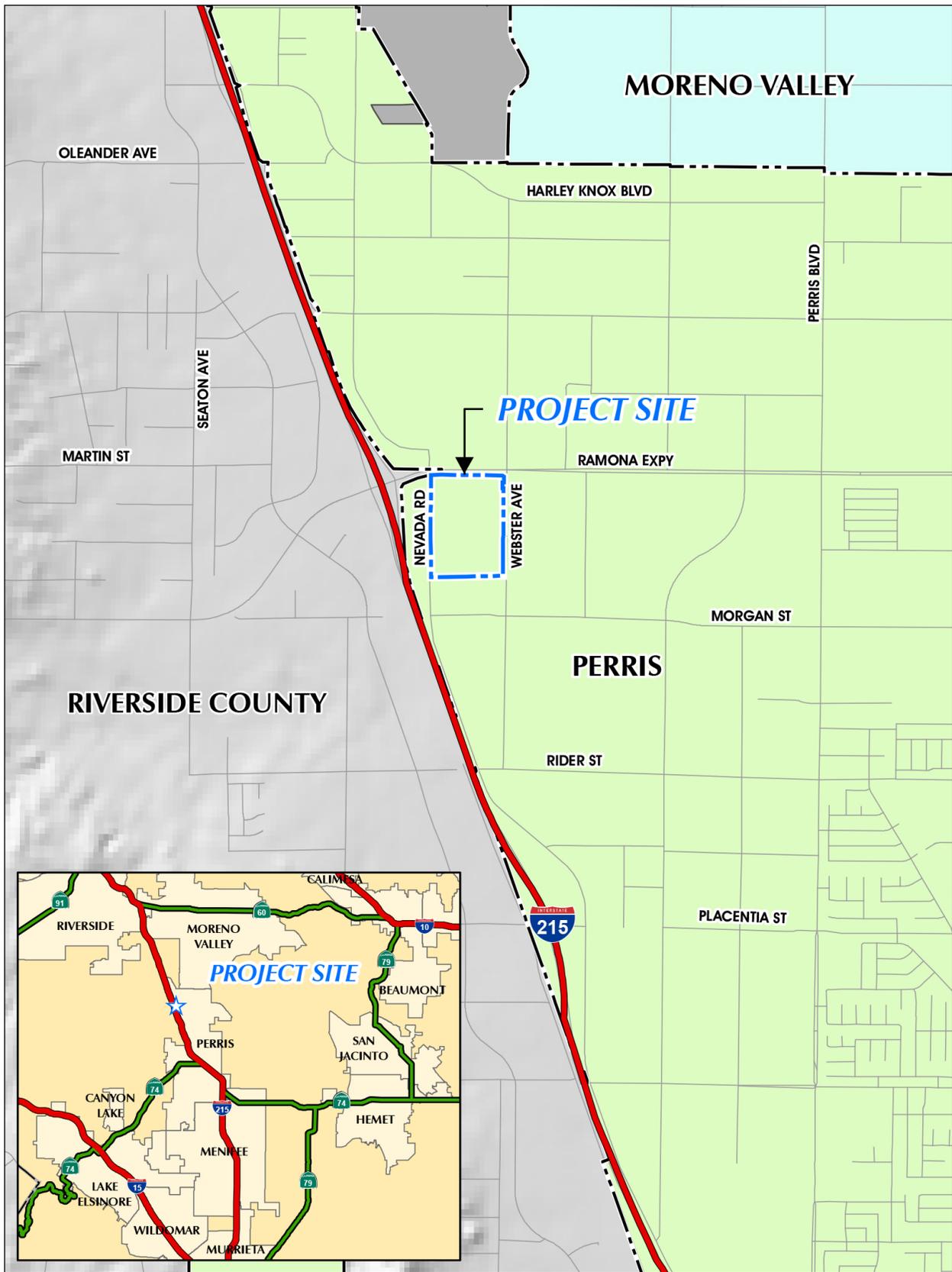
———. 2016 (August 30). General Plan Safety Element. Perris, CA: The City. http://www.cityofperris.org/city-hall/general-plan/Safety_Element.pdf.

———. 2021a (May 4, access date). CommunityView™. Perris, CA. The City. <http://maps.digitalmapcentral.com/production/vecommunityview/cities/perris/index.aspx#>

———. 2021b (September, amended). Perris Valley Commerce Center Specific Plan Amendment No. 10. Perris, CA: The City. <https://www.cityofperris.org/home/showpublisheddocument/2647/637672237415470000>

Riverside, County of. 2015 (December 8). County of Riverside General Plan: Multipurpose Open Space Element. Riverside, California: the County. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833.

Southern California Association of Governments. (SCAG). 2020. Connect SoCal Demographics Growth Forecast Appendix. Profile of the City of Perris. Los Angeles, CA: SCAG. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579



Source(s): ESRI, RCTLMA (2021)

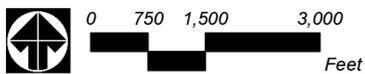


Figure 1

Project Location



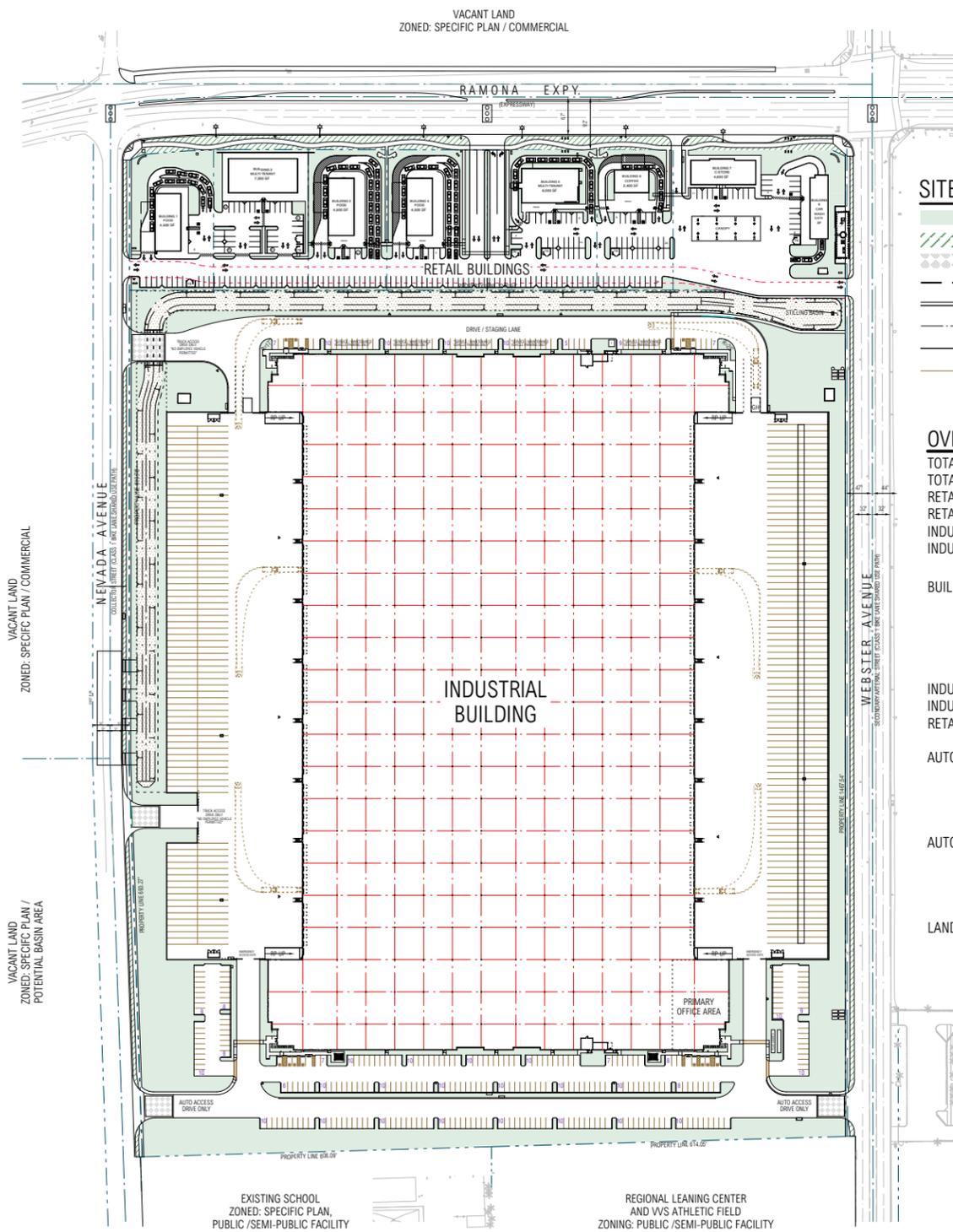
Source(s): ESRI, Nearmap Aerial (2021), RCTLMA (2021)

Figure 2



Aerial Photograph

PROPOSED SITE PLAN



SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

OVERALL PROJECT AREA

TOTAL GROSS SITE AREA:	2,176,883 SF / 49.97 AC
TOTAL STREET DEDICATION SITE AREA:	35,238 SF / .80 AC
RETAIL GROSS SITE AREA:	329,012 SF / 7.55 AC
RETAIL NET SITE AREA:	302,667 SF / 6.95 AC
INDUSTRIAL GROSS SITE AREA:	1,847,873 SF / 42.42 AC
INDUSTRIAL NET SITE AREA:	1,838,978 SF / 42.22 AC

BUILDING AREA:	
INDUSTRIAL FOOTPRINT	850,224 SF
INDUSTRIAL MEZZANINE	100,000 SF
RETAIL DEVELOPMENT	37,215 SF
TOTAL	987,439 SF

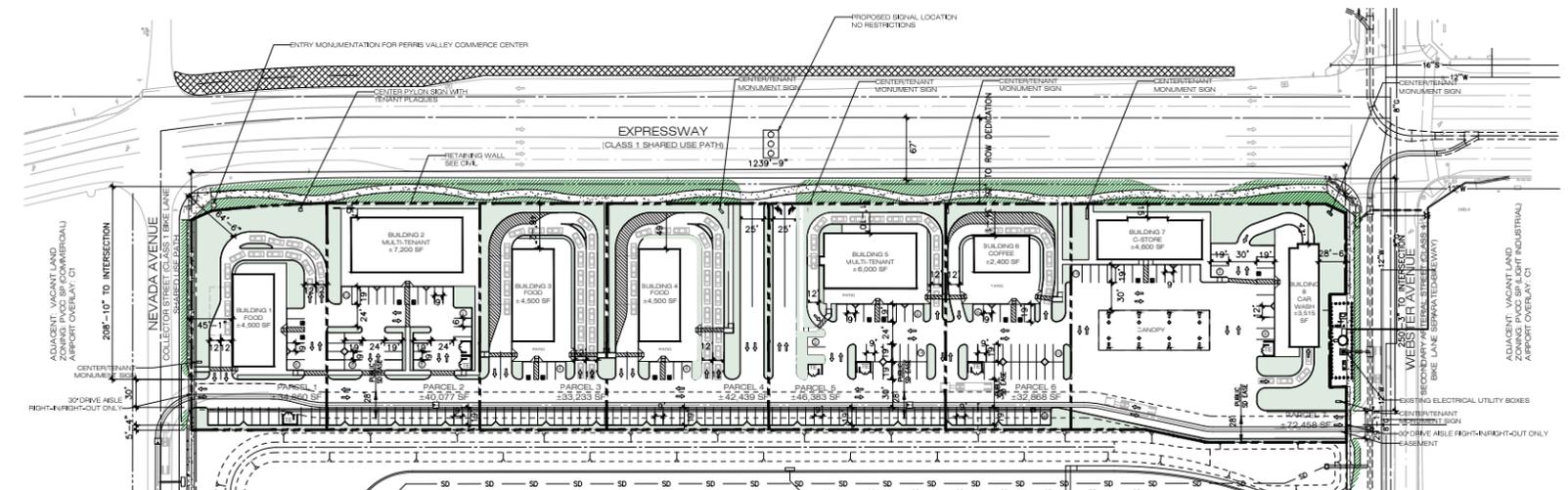
INDUSTRIAL LOT COVERAGE: (50% MAX)	46.46 %
INDUSTRIAL FAR COVERAGE:	51.67 %
RETAIL LOT COVERAGE:	12.29 %

AUTO PARKING REQUIRED:	
INDUSTRIAL REQUIRED STALLS	212 STALLS
RETAIL REQUIRED STALLS	187 STALLS
TOTAL REQUIRED STALLS	399 STALLS

AUTO PARKING PROVIDED	
INDUSTRIAL PROVIDED STALLS	348 STALLS
RETAIL PROVIDED STALLS	220 STALLS
TOTAL PROVIDED STALLS	568 STALLS

LANDSCAPE PROVIDED:	
INDUSTRIAL LANDSCAPE	236,011 SF / 13.00 %
RETAIL LANDSCAPE	54,291 SF / 18.00 %
TOTAL LANDSCAPE	290,302 SF / 13.54 %

ALTERNATE RETAIL ACCESS SITE PLAN



Source(s): RGA (March 2022), Bickel Group Architecture (01-31-2022)

Figure 3

