

APPENDIX A

PROPOSED PERRIS VALLEY AIRPORT LAND USE COMPATIBILITY PLAN

PV. PERRIS VALLEY AIRPORT

PV.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* As a privately owned facility, no master plan has been prepared for Perris Valley Airport. The *Compatibility Plan* for this airport is based upon a simplified airport layout diagram (Exhibit PV-2 in Chapter 3) as reviewed and accepted by the California Division of Aeronautics [pending] for compatibility planning purposes. The proposed runway configuration changes indicated on the diagram are also expected to be reflected in future Division of Aeronautics issuance of an amended State Airport Permit for the airport.
- 1.2 *Airfield Configuration:* The existing runway configuration results in the entire Runway 15 protection zone (RPZ) extending north of East Ellis Avenue, off of airport property. The City of Perris has requested that the runway be modified through the use of declared distances so as to situate all of the RPZ south of the road. Additional modifications will be necessary to enable the runway safety area (RSA) at each end of the runway to comply with Federal Aviation Administration standards. The Perris Valley Airport management acknowledges these circumstances, but has not yet had the opportunity to implement the changes; nor has the airport's State Airport Permit been modified to reflect them. The *Compatibility Plan* is nevertheless based upon the assumption that the modifications will take place in the near future. Details regarding the current and proposed runway configuration are included in Chapter 3.
- 1.3 *Airport Activity:* The *Compatibility Plan* for Perris Valley Airport anticipates that the airport could eventually reach approximately 52,000 annual operations, a 53% increase over its estimated present activity level of 34,000 operations. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis. Noise contours reflecting the ultimate activity levels on an average day are used for the purposes of the *Compatibility Plan* (Exhibit PV-5).
- 1.4 *Airport Influence Area:* The outer edge of the FAR Part 77 conical surface defines the Perris Valley Airport influence area to the north, west, and south of the airport. The designated traffic pattern is right traffic for Runway 15 and left traffic for Runway 33. This locates all local traffic on the west side of the airport. Therefore, the influence area to the east is not as broad and ends 5,000 feet from the runway centerline.

PV.2 Additional Compatibility Policies

- 2.1 *Infill Intermediate Residential Density Development:* The criteria set forth in Countywide Policies 3.1.3(a), 3.1.3(b), 3.3.1(a), 3.3.1(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, as an alternative to development in accordance with the density ranges specified in Table 2A, residential development at densities

of not more than five dwelling units per acre and not less than two dwelling units per acre may be permitted within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that at least 50% of the site's perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development. It is further noted that the intent of the policy is not to encourage any areas planned for commercial or industrial development to be converted to residential uses, but to enable the density of future developments to be similar to existing neighborhood residential densities or densities approved through valid entitlement actions (such as approved tentative tract maps). Furthermore, nothing in this Plan shall be interpreted as prohibiting or restraining the development of a single-family residence on any property within the Airport Influence Area that is designated for residential use.

- 2.2 *Zone C and D Open Area Requirements:* The open area requirements set forth in Table 2A are not applicable to those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue.
- 2.3 *Compatibility Zone B1 Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(2) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue: An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 104 people per any single acre may be allowed, depending upon the mix of risk-reduction design features.
- 2.4 *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone D located northerly of Ellis Avenue: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 585 people per any single acre may be allowed, depending upon the mix of risk-reduction design measures.
- 2.5 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.
- 2.6 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, aviation easement dedication shall be required for new developments located in the portion of Airport Compatibility Zone C northerly of Ellis Avenue, and deed notice recorda-

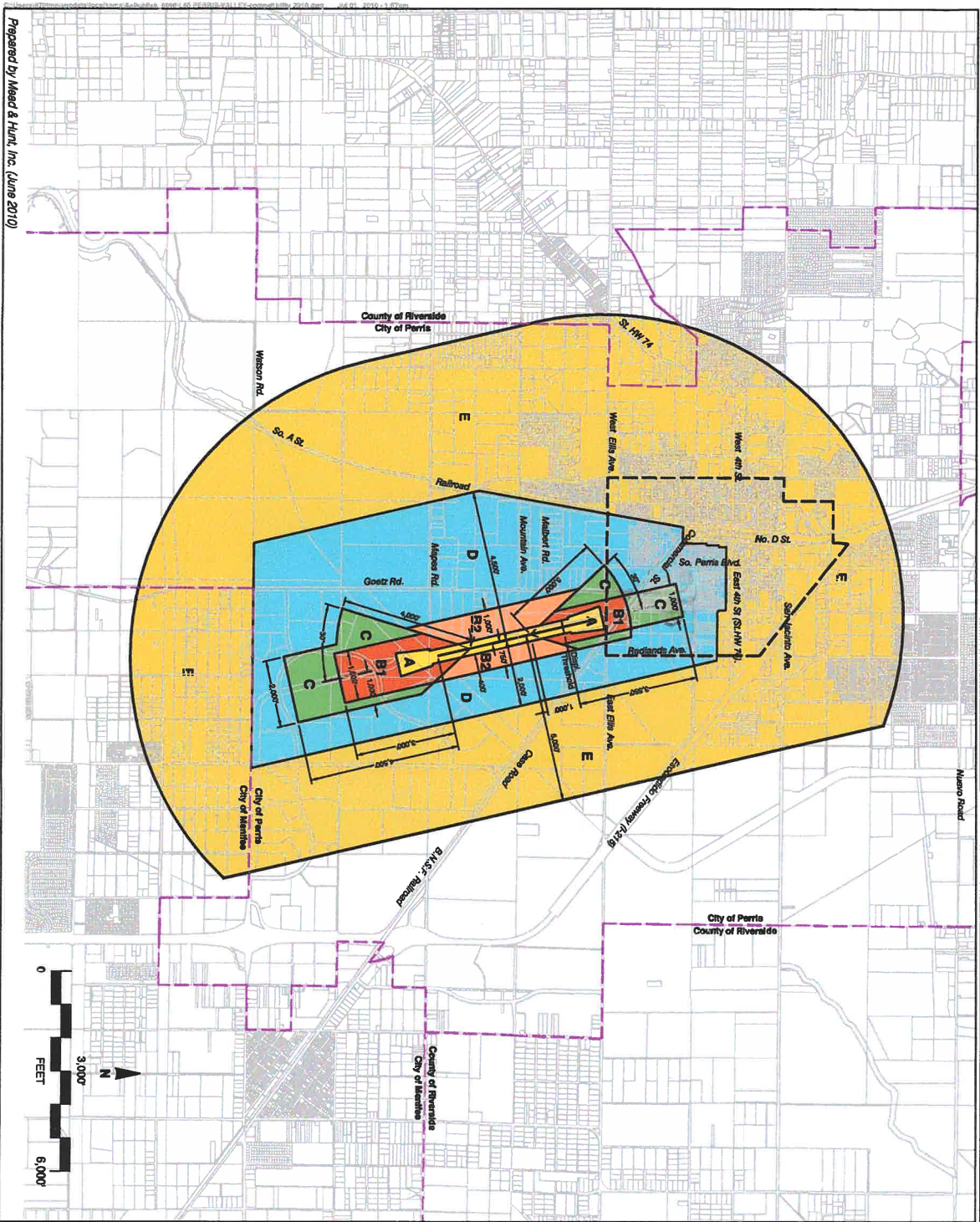
tion shall be required throughout the boundaries of the Downtown Perris Specific Plan.

Furthermore, any new single-family or multi-family residential development proposed for construction anywhere within the AIA, except for those portions of *Compatibility Zone E* located southerly of Ellis Avenue, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

- (a) During initial sales of properties within newly created subdivisions, informational signs shall be posted in conspicuous locations in the subdivision sales office clearly depicting the proximity of the subdivision to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from this Airport Land Use Compatibility Plan shall be included in the brochure.

2.7 *Noise-Sensitive Outdoor Nonresidential Uses Near Rail Line:* The criteria set forth in Table 2A and Table 2B notwithstanding, the prohibition of highly noise-sensitive outdoor nonresidential uses is not applicable to outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight.

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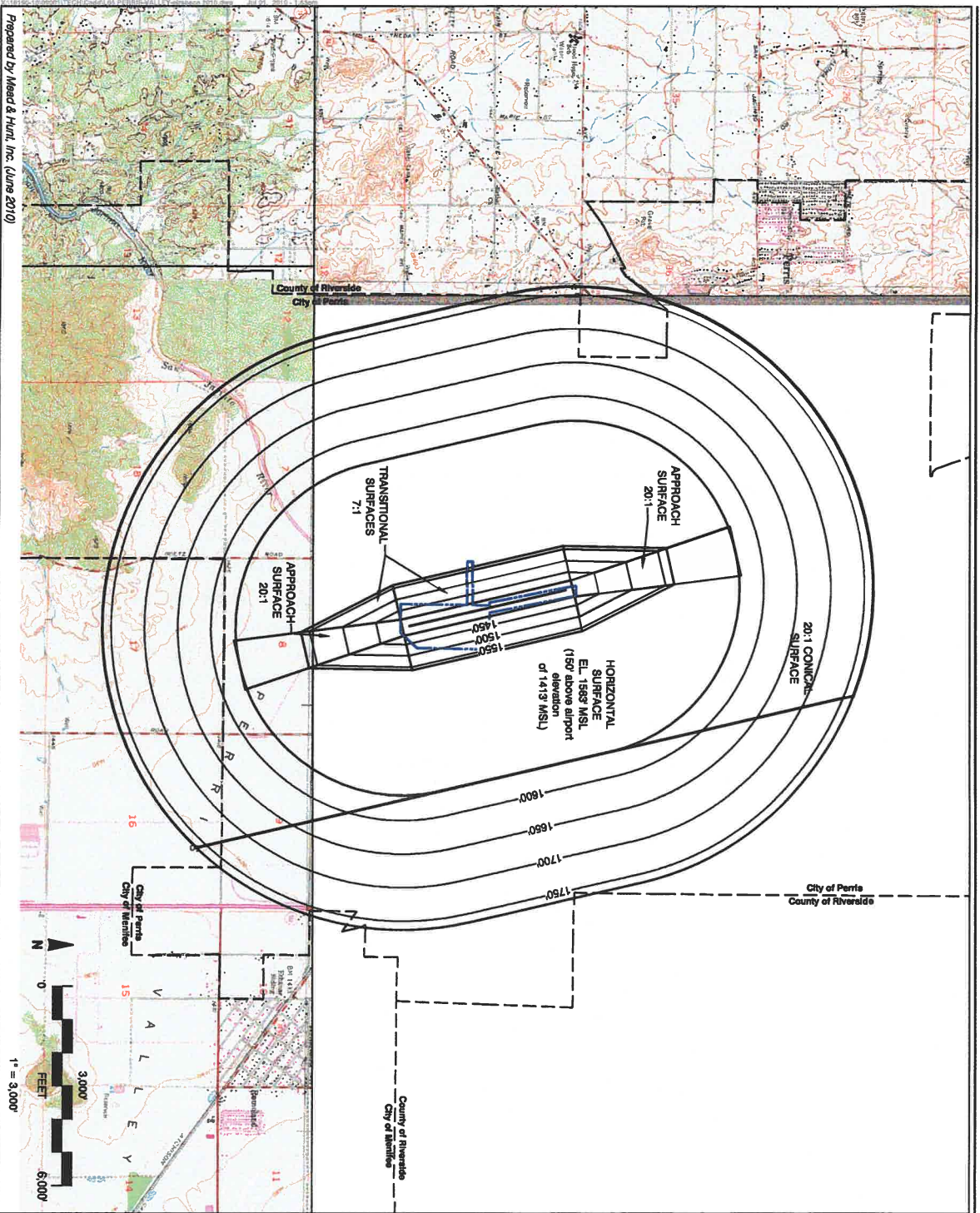


- Legend**
- Compatibility Zones
 - Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - City Limits
 - Downtown Specific Plan

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(July 2010 Draft)

Map PV-1
Compatibility Map
Perris Valley Airport

Prepared by Mead & Hunt, Inc. (June 2010)



Prepared by Heard & Hunt, Inc. (June 2010)

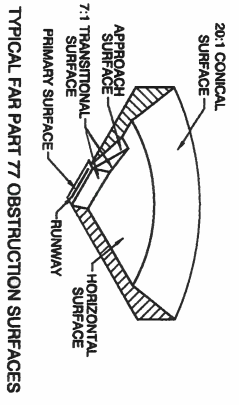


Legend

- Boundary Lines
- Airport Property Line
- - - City Limits
- Airport Influence Area
- Airspace Protection Surfaces
- FAR Part 77 Obstruction Surfaces

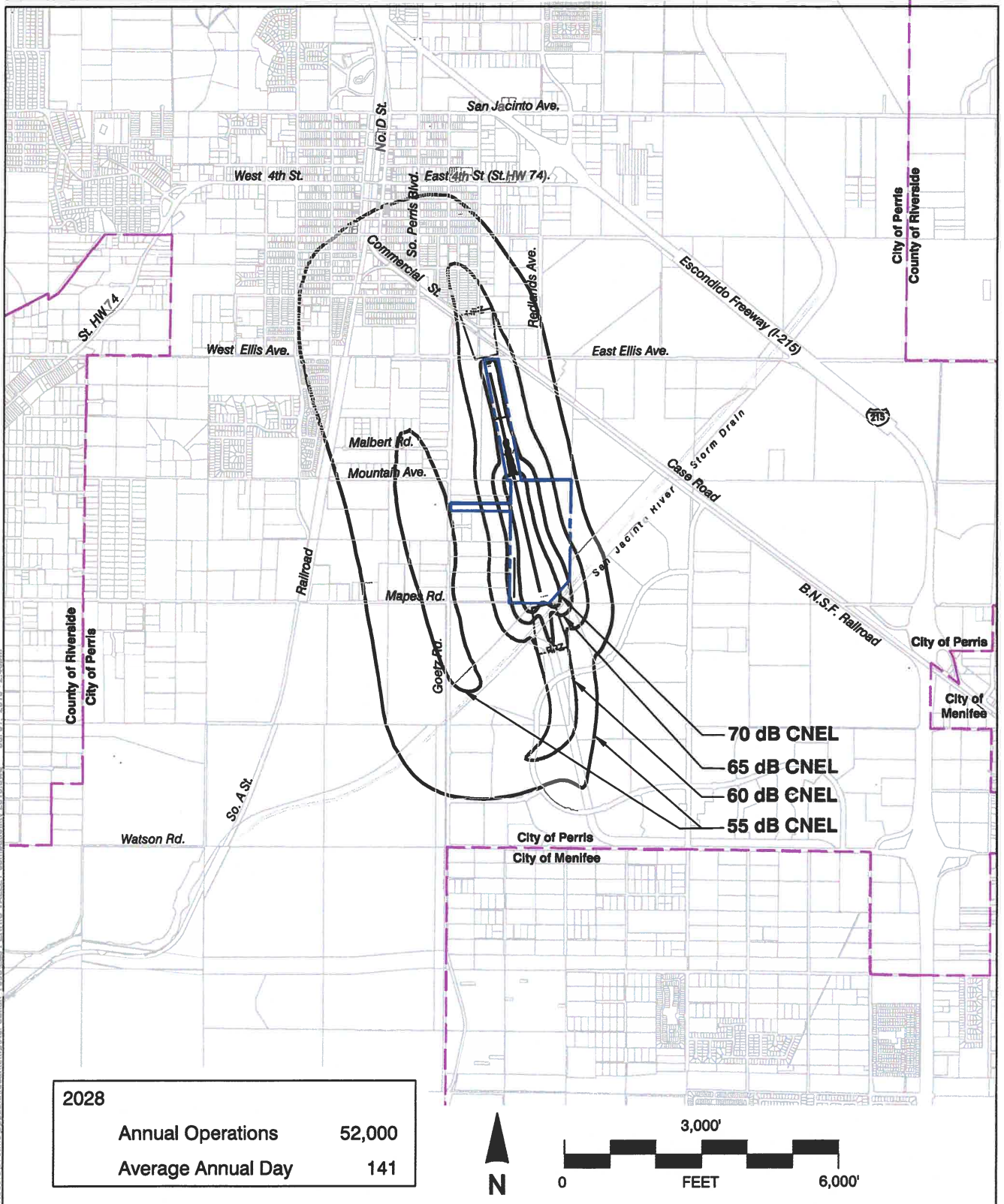
Notes

1. No terrain penetrations of FAR Part 77 surfaces.
2. Base map: USGS Topographic Maps.
3. Surfaces adjusted to match assumed future runway length of 4,840'



Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (July 2010 Draft)

Map PV-2
Airspace Protection
 Perris Valley Airport



Source: Mead & Hunt, Inc. (June 2010)

Map PV-3

Ultimate Noise Impacts

Perris Valley Airport

Background Data: Perris Valley Airport and Environs

INTRODUCTION

Privately owned Perris Valley Airport is a major skydiving center known nationally and internationally. The airport serves both as the departure point for jump aircraft and as the landing spot for skydivers. Aircraft as large as a specially configured DC-9 serve as jump planes. A high volume of ultralight aircraft operations also takes place there. Beyond these functions, Perris Valley Airport has minimal other activity and does not provide parking or services for other private aircraft. For State Airport Permit purposes, the airport is considered a public-use facility.

Now situated within the Perris city limits, Perris Valley Airport's history dates to at least the World War II era when it served as an alternate landing strip for gliders. Skydiving activity began in the early 1960s. The airport has a single paved, unlighted runway, oriented north-northwest/south-southeast (designated Runway 15-33) and presently published as being 5,100 feet long. Ultralights use a separate turf strip in the southwestern corner of the property. Skydivers land in a turf area east of the runway. The property consists of approximately 82 acres with an additional 18 acres, encompassing the north end of the runway, leased from the adjacent property owner.

In conjunction with preparation of this *Compatibility Plan*, several issues with the existing runway configuration have been identified and a solution proposed. The northerly (Runway 15) runway protection zone (RPZ) extends onto property that the airport does not control. To avoid precluding all development of this property, the City of Perris has requested that the RPZ be shifted onto airport-controlled property. So as not to eliminate all use of the north end of the runway, establishment of declared distances and modification of the Runway 15 displaced threshold location is recommended. Additionally, to provide 240 feet of runway safety area and object free area at the runway ends, as dictated by Federal Aviation Administration standards, a slight shift of each runway end is recommended. The net effect will be reduction of the published runway length to approximately 4,840 feet with 3,850 feet available for landings from the north. Although used as the basis for the *Compatibility Plan*, these modifications are subject to acceptance by the airport owners and approval by the California Division of Aeronautics through amendment of the State Airport Permit.

Total current aircraft operations are estimated at 34,000 as of 2009. Airport management expects this number to increase over time and is projected at 52,000 annual operations for compatibility planning purposes. Prevailing winds favor aircraft operations from south to north; however, many takeoffs are

made toward the south for both operational convenience and noise abatement reasons. Because of the approach course to nearby March Air Reserve Base to the east, most aircraft approach and depart via the west.

Nearby land uses vary from agricultural to urban. To the south and east are agricultural lands within the flood plain of the San Jacinto River. To the west is mostly industrial. Residential and commercial areas within central Perris lie within a couple of blocks of the runway end to the north and northwest. Also, residential areas within the newly incorporated City of Menifee are only a mile south of the runway.

The Perris General Plan anticipates extensive additional development surrounding the airport. Concurrently with the preparation of this *Perris Valley Airport Compatibility Plan*, the City of Perris has been preparing a Downtown Specific Plan covering over one square mile immediately north of the airport. Intensive commercial and mixed use development is planned for this area. Close coordination between city and ALUC staffs has enabled substantial consistency between the two plans. The ALUC reviewed the draft Specific Plan in June 2010 and found it to be consistent with the anticipated *Compatibility Plan*. Additionally, a separate specific plan is expected to be prepared for the lands south and east of the airport. Proposals have been brought forward in recent years to develop residential uses in this presently agricultural area.

Exhibits PV-1 through PV-3 on the following pages provides tabular and diagrammatic summaries of information about Perris Valley Airport and its activity levels. The airport diagram in Exhibit PV-2 shows both the existing and proposed runway configurations. Current and projected noise contours are depicted in Exhibits PV-4 and PV-5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Perris Valley Compatibility Map are shown in Exhibit PV-6. Information about the land uses in the Perris Valley Airport environs is summarized in the table and map presented in Exhibits PV-7 through PV-9.

GENERAL INFORMATION

- ▶ *Airport Ownership:* Private
- ▶ *Year Opened:* 1942
- ▶ *Property Size*
 - › Fee title: 82 acres
 - › Lease: 18 acres
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 1,413 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Airport Master Plan*
 - › None
- ▶ *Airport Layout Plan Drawing*
 - › None
 - › Airport Diagram 2010 submitted to California Division of Aeronautics for approval as basis for compatibility planning [pending]

RUNWAY/TAXIWAY DESIGN**Runway 15-33**

- ▶ *Critical Aircraft:* DC-9-21
- ▶ *Airport Reference Code:* B-I (small airplanes)
- ▶ *Dimensions:* 5,100 ft. long, 50 ft. wide
 - › Runway 15 displaced threshold
 - Published as 1,900 ft.
 - Marked at 650 ft.
 - › Runway 33 displaced threshold
 - Published as 144 ft.
 - Marked at runway end
- ▶ *Pavement Strength (main landing gear configuration)*
 - › 8,000 lbs. (single-wheel)
- ▶ *Average Gradient:* 0.5% (rising to north)
- ▶ *Runway Lighting:* none
- ▶ *Primary Taxiways:* none

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - › Runway 15: Right traffic
 - › Runway 33: Left traffic
 - › Pattern altitude: 1,000 ft. AGL (2,413 ft. MSL)
- ▶ *Instrument Approach and Departure Procedures*
 - › None
- ▶ *Visual Approach Aids*
 - › None
- ▶ *Operational Restrictions / Noise Abatement Procedures*
 - › Runway 15 departures: Avoid residential area to northeast
 - › Flights to/from east controlled by March Air Reserve Base airspace

APPROACH PROTECTION

- ▶ *Runway Protection Zones (RPZ)*
 - › Runway 15: 1,000 ft. long (0% on airport property)
 - › Runway 33: 1,000 ft. long (0% on airport property)
- ▶ *Approach Obstacles*
 - › Runway 15: 30 ft. trees, 150 ft. from runway
 - › Runway 33: none

BUILDING AREA

- ▶ *Location:* Most facilities west of runway
- ▶ *Aircraft Parking Capacity*
 - › Hangar space: 10,000 sq. ft.
 - › Tie downs: 24
- ▶ *Services*
 - › Fuel: 100LL/80 (available during regular business hours) Emergency only
 - › Other: ultralight flight instruction, aircraft rental and sales
 - › Skydiving
- ▶ *Other Major Facilities*
 - › Indoor skydiving training facility

PLANNED FACILITY IMPROVEMENTS

- ▶ *Airfield*
 - › Recommended runway length reduction to approximately 4,840 feet to provide standard 240 feet of runway safety area and object free area length at each end
 - › Recommended Runway 15 RPZ shift onto airport-controlled property; Runway 15 displaced threshold to become approximately 990 feet; with establishment of declared distances full pavement length remains usable for takeoffs on Runway 15
- ▶ *Building Area*
 - › Increase aircraft hangar space to 20,000 sq. ft.
- ▶ *Property*
 - › None

Exhibit PV-1

Airport Features Summary

Perris Valley Airport

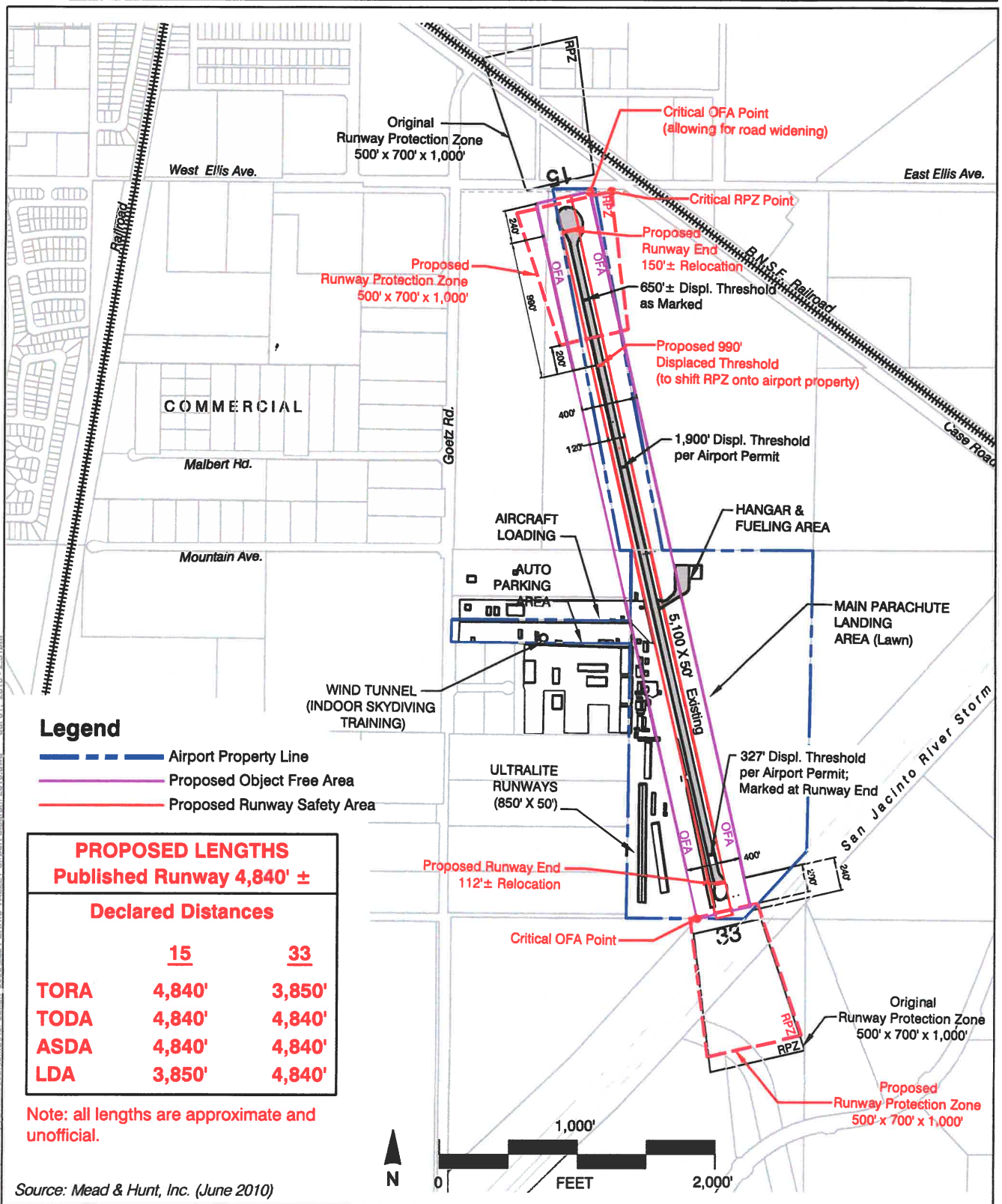


Exhibit PV-2

Airport Diagram

Perris Valley Airport

W8-4

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION ^d		
Aircraft Type	Current ^a 2009 data	Future ^b Ultimate	All Aircraft	Current	Future
Single-Engine	10	12	Day (7am-7pm)	98%	no change
Twin-Engine Piston & Turboprop	6	8	Evening (7pm-10pm)	2%	no change
Business Jet	1	1	Night (10pm-7am)	0%	
Helicopter	1	2			
Ultralights	130	130			
Total	148	153			
AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION ^d		
	Current 2009 data	Future Ultimate	DC-9 and Helicopters Day/Evening/Night	Current	Future
Total			<u>Takeoffs</u>		
Annual	34,000 ^c	52,000 ^b	Runway 15	20%	no change
Average Day	94	141	Runway 33	80%	no change
Distribution by Aircraft Type ^d			All Other Aircraft Day/Evening/Night		
Single-Engine	8%	8%	<u>Takeoffs</u>		
Twin-Engine Piston & Turboprop	80%	80%	Runway 15	30%	no change
Business Jet	1%	1%	Runway 15 Midfield	30%	no change
Helicopter	1%	1%	Runway 33	40%	no change
Ultralights	10%	10%	All Aircraft Day/Evening/Night		
Distribution by Type of Operation ^d			<u>Landings</u>		
Local (incl. touch-and-goes and skydiving activity)	80%	80%	Runway 15	30%	no change
Itinerant	20%	20%	Runway 33	70%	no change
			FLIGHT TRACK USAGE ^c		
			Current and Future		
			➤ Approaches, Runway 15		
			› Primarily right traffic		
			➤ Departures, Runway 15		
			› Aircraft turn to west		
			➤ Approaches, Runway 33		
			› Aircraft enter left-traffic pattern from north		
			➤ Departures, Runway 33		
			› Unless cleared through March ARB airspace to east, aircraft make left turn to depart		

Notes

- ^a Source: Airport records
- ^b Source: Mead Hunt; projected for compatibility planning purposes; time frame is 20+ years (excludes ultralights)
- ^c Source: Airport Operator, June 2008 and May 2010 (excludes ultralights)
- ^d Airport operates with arrivals from south (Runway 33) and departures toward south (Runway 15) for convenience and noise abatement to the extent that winds allow; prevailing winds dictate use of Runway 33 in late afternoon; data estimated by airport staff

Exhibit PV-3

Airport Activity Data Summary

Perris Valley Airport

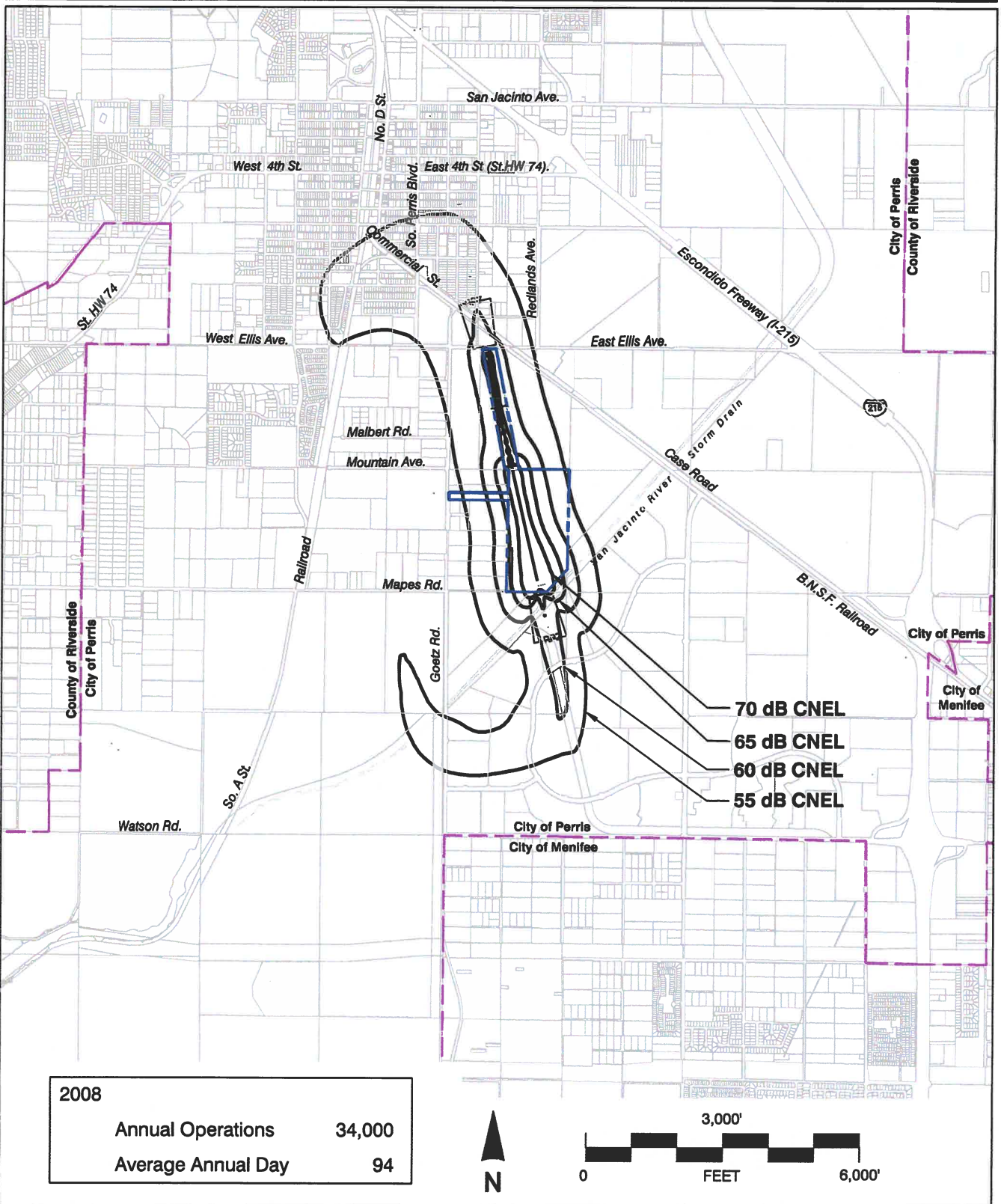


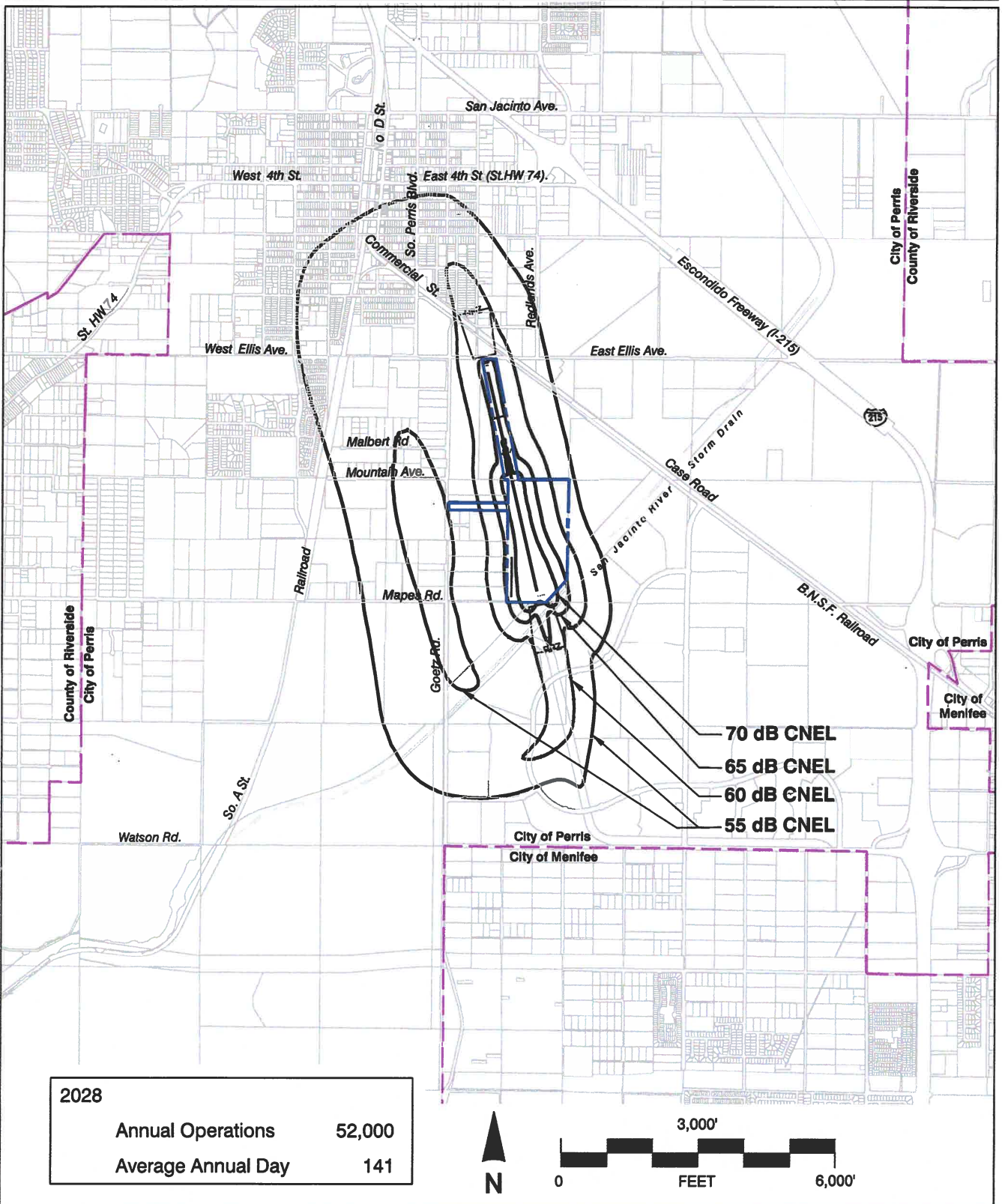
Exhibit PV-4

Source: Mead & Hunt, Inc. (June 2010)

Existing Noise Impacts

Perris Valley Airport

W8-6



Source: Mead & Hunt, Inc. (June 2010)

Exhibit PV-5

Ultimate Noise Impacts

Perris Valley Airport

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AIRPORT SITE

- ▶ *Location*
 - › Western Riverside County
 - › 1 miles southeast of Perris Central Business District
- ▶ *Nearby Terrain*
 - › Airport site generally level
 - › San Jacinto River adjacent to south end of runway
 - › Nearby high points: unnamed hill, near Quail Valley, 2½ miles south-southwest. (Elevation 2,250± ft.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *City of Perris*
 - › Airport entirely within incorporated Perris city limits
- ▶ *County of Riverside*
 - › Riverside County within 2 miles west and east of runway
- ▶ *City of Menifee*
 - › 1 mile south of airport

STATUS OF COMMUNITY PLANS

- ▶ *City of Perris*
 - › General Plan, adopted April 2005
 - › Downtown Specific Plan, reviewed by ALUC June 2010; city adoption pending
- ▶ *Riverside County*
 - › General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Menifee*
 - › City in incorporated in 2008. County General Plan currently in effect

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Mixed uses of industrial, residential, and rural
 - › Central Perris to north
 - › Orange Empire Railway Museum on west
- ▶ *Runway Approaches*
 - › North (Runway 15): Road at runway end; undeveloped parcel north of road; BNSF rail line 700 feet from runway end; urban residential beyond ½ mile; I-215 1+ miles from runway
 - › South (Runway 33): San Jacinto River channel at runway end; undeveloped within 1 mile; residential beyond 1 mile
- ▶ *Traffic Patterns*
 - › West: Mixture of subdivisions and undeveloped land

PLANNED AIRPORT AREA LAND USES

- ▶ *City of Perris*
 - › Increased intensity development within square mile area of Downtown Specific Plan north of airport
 - › Office and light industrial nearest to runway end; commercial focus (mostly 3-story limit) in central business district to northwest; additional residential elsewhere
 - › Potential residential development south of airport
- ▶ *Riverside County*
 - › Mostly continuation of existing development pattern
 - › Park and open space lands along river
 - › Potential additional industrial uses along I-215.
- ▶ *City of Menifee*
 - › To be determined

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

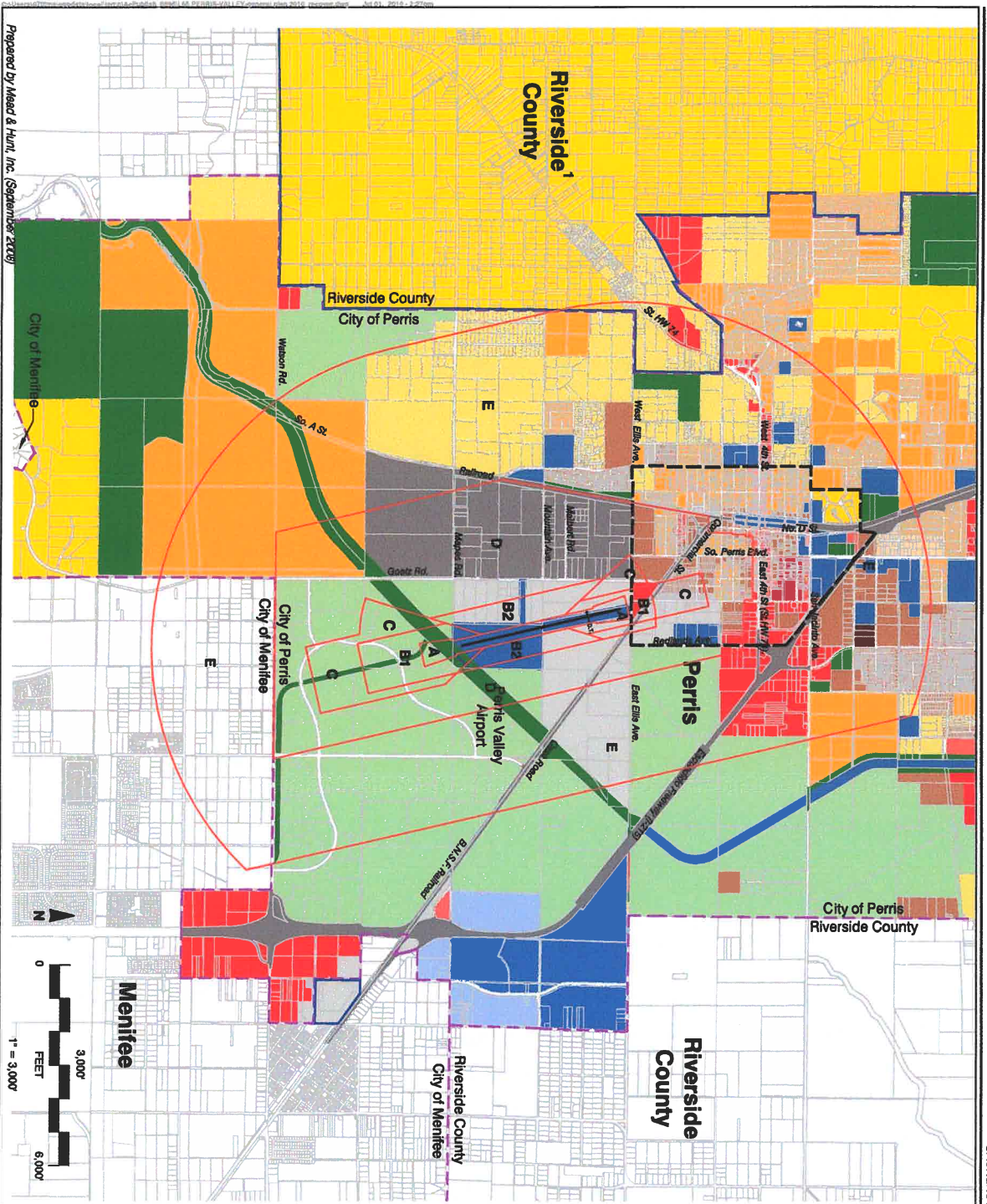
- ▶ *Riverside County General Plan*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
 - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
 - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Perris General Plan*
 - › Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
- ▶ *City of Perris Zoning Codes*
 - › No FAR Part 77 height limit zoning
- ▶ *City of Menifee*
 - › None yet established

Exhibit PV-7

Airport Environs Information

Perris Valley Airport

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- Legend**
- Boundary Lines
 - City Limit Line
 - City of Perris Sphere of Influence ¹
 - Downtown Specific Plan
 - Airport Property Line
 - Runway
 - Compatibility Zones

- City of Perris Land Use Designations ²**
- Single Family Residential, 20,000 sq. ft. Lot
 - Single Family Residential, 10,000 sq. ft. Lot
 - Single Family Residential, 5,400 sq. ft. Lot
 - Single Family Residential, 7,200 sq. ft. Lot
 - Single Family Residential, 5,000 sq. ft. Lot
 - Multiple Family Residential, 14 dwelling units per acre
 - Neighborhood Commercial/Urban Residential
 - Neighborhood Commercial
 - Community Commercial
 - Professional Office
 - Business Park
 - Light Industrial
 - General Industrial
 - Specific Plan
 - Park/Recreational/Open Space
 - Public/Semi-Public Facilities/Utilities

¹ A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Spheres areas, but typically must include the City in making land use decisions within the Spheres. – (Source: City of Perris General Plan, 2005)

² Source: ?

Riverside
Airport Land Use Commission
Airport Land Use Compatibility Plan
West County Airports Background Data
(July 2010 Draft)

Exhibit PV-8

General Plan Land Use Designations
City of Perris
Perris Valley Airport



**INITIAL STUDY AND NEGATIVE DECLARATION:
AIRPORT LAND USE COMPATIBILITY PLAN
FOR PERRIS VALLEY AIRPORT**

Prepared for:
Riverside County
Airport Land Use Commission
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Prepared by:
Commission Staff
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
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October 2010

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[PROPOSED] NEGATIVE DECLARATION

Project Name: 2010 Perris Valley Airport Land Use Compatibility Plan (“Compatibility Plan”).

Lead Agency/Project Proponent: The Riverside County Airport Land Use Commission (“Commission”).

Brief Project Description: The proposed project is the Commission’s adoption of a Compatibility Plan, which includes “Additional Compatibility Policies” specifically tailored to the land use environs of Perris Valley Airport and an Airport Influence Area (“AIA”) with new boundaries. An AIA previously was adopted for this Airport in 1975, but no Compatibility Plan text specific to this Airport’s environs ever was adopted by the Commission. The new AIA includes the area in which noise, safety, airspace protection, or overflight concerns may significantly affect land uses or necessitate restrictions on those uses, as determined by the Commission. Accordingly, the Compatibility Plan includes policies for determining whether a proposed development project, lying within the AIA, is consistent with the Compatibility Plan and the objectives set forth in the State Aeronautics Act, which include ensuring the continued operation of public-use airports (such as Perris Valley Airport), while simultaneously protecting the public’s health, safety, and welfare. (See Pub. Util. Code, §§21670-21679.5.)

Project Location: Perris Valley Airport is located in the City of Perris, easterly of Goetz Road, southerly of Ellis Avenue and Case Road, and southwesterly of Interstate 215. The proposed AIA includes land around the Airport, predominantly within the City of Perris, and extends approximately 9,000 feet (1.7 miles) beyond the runway. The outermost extent of the AIA includes a portion of the City of Menifee.

Initial Study: An Initial Study has been prepared in accordance with the California Environmental Quality Act (“CEQA;” Pub. Resources Code, § 21000 *et seq.*) to ascertain whether the proposed project may have a significant effect on the environment. A copy of the Initial Study is attached to this proposed Negative Declaration and is incorporated by this reference.

Proposed Finding: The Commission finds that, on the basis of the whole record before it, there is no substantial evidence showing that the proposed project may have a significant effect on the environment. This Initial Study/Negative Declaration reflects the Commission’s independent judgment and analysis.

Date: October 28, 2010

John J. G. Guerin
John J. G. Guerin
Principal Planner
Riverside County Airport Land Use Commission

ENVIRONMENTAL CHECKLIST: INITIAL STUDY
Environmental Assessment Number ZAPEA01PV08

1. PROJECT TITLE

2010 Perris Valley Airport Land Use Compatibility Plan (“Compatibility Plan”).

2. LEAD AGENCY NAME AND ADDRESS

Riverside County Airport Land Use Commission (“Commission”).

Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

3. CONTACT PERSON AND PHONE NUMBER

John J. G. Guerin, Principal Planner
(951) 955-0982

4. PERRIS VALLEY AIRPORT DESCRIPTION AND LOCATION

Perris Valley Airport is a privately-owned, public-use airport located easterly of Goetz Road and southerly of Ellis Avenue and Case Road in the City of Perris. The Airport is owned by the Conatser family and managed by Pat Conatser. The Airport consists of approximately 100 acres, and has a single runway that is 5,100 feet in length and 50 feet in width.

The Airport is a specialized facility catering predominantly to skydivers and ultralight aircraft enthusiasts. The airport operator estimates that the Airport services an annual total of 34,000 aircraft operations (averaging 94 operations per day), excluding ultralight aircraft flights. Twin-engine piston and turboprop aircraft account for approximately 80 percent of these operations. There are 148 aircraft based at the Airport: 130 ultralights, 10 single engine aircraft, 6 twin-engine piston or turboprop aircraft, one DC-9 jet aircraft, and one helicopter.

As depicted in **Figure 1, Compatibility Factors Map**, the proposed Compatibility Plan would designate new boundaries for the Airport Influence Area (“AIA”). The AIA is the area within which current or future airport-related noise, safety, airspace protection, or overflight factors may significantly affect future land uses or necessitate restrictions on those uses.

To the north, south, and west of the runway, the boundaries of the AIA are defined by an arc consisting of a set of points located 9,000 feet from the runway (including 200 feet beyond the runway ends). Given the traffic pattern at the Airport, the easterly boundary is defined as a line drawn parallel to, and 5,000 feet to the east of, the runway.

The area that would be subjected to development restrictions identified in the proposed Compatibility Plan, and the corresponding potential for displaced development, would be smaller than the area described above. The potentially affected area is limited westerly of the runway to areas within 4,500 feet of the runway centerline and its straight-line northerly and southerly extensions, and is limited easterly of the runway to areas within 2,000 feet of the runway centerline and its straight-line extensions. This geographic area (*i.e.*, the area subject to the potential for displaced development) includes all of the compatibility zones identified in **Figure 1** but for Zone E.

The potentially affected area includes all or portions of the following Riverside County Section, Townships, and Ranges: Township 4 South, Range 4 West, Sections 31 and 32; and Township 5 South, Range 4 West, Sections 5 through 8. This area also would include Assessor Parcel Numbers located in the following County of Riverside Assessor's Books: 310, 313, 330, and a small portion of 327.

5. GENERAL PLAN/COMMUNITY PLAN DESIGNATIONS

The applicable General Plan is the City of Perris General Plan. Specific Plans in the vicinity of Perris Valley Airport include the Draft Downtown Perris, Green Valley and New Perris Specific Plans. Land use designations in the area include: Specific Plan, Multiple Family Residential-14 ("MFR-14"), Single-Family Residential-6,000 ("R-6,000"), Single-Family Residential-10,000 ("R-10,000"), Neighborhood Commercial ("NC"), Neighborhood Commercial/Urban Residential ("NC/UR"), Professional Office ("PO"), Public ("P"), Light Industrial ("LI"), and General Industrial ("GI"). **Figure 2, Existing Land Use Designations**, depicts the land use designations of property within the AIA.

6. ZONING

The City of Perris General Plan land use designations and zoning generally correspond.

7. RELEVANT BACKGROUND/HISTORY

In 1967, the California Legislature established requirements for the creation of airport land use commissions ("ALUCs") in each county containing a public airport, as codified in the State Aeronautics Act (Pub. Util. Code, §21670 *et seq.*). The legislative findings and declarations set forth in section 21670 of the Public Utilities Code declare that "[i]t is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards . . . and to prevent the creation of new noise and safety problems." (Pub. Util. Code, §21670, subd. (a)(1).)

In addition, section 21670 defines the purpose of the statutory scheme, which is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive

noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” (Pub. Util. Code, §21670, subd. (a)(2).) In order to accomplish this objective, ALUCs are vested with certain powers and duties, which include:

- (a) Assisting local agencies in ensuring compatible land uses in the vicinity of airports to the extent that the land is not already devoted to incompatible uses;
- (b) Coordinating planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare;
- (c) Preparing and adopting airport land use compatibility plans; and
- (d) Reviewing the plans, regulations, and other actions of local agencies and airport operators for consistency with compatibility plans.

(Pub. Util. Code, §21674, subds. (a)-(d).)

ALUCs have no authority over existing land uses, even when such uses are inconsistent with compatibility plans (Pub. Util. Code, §21674, subd. (a)), or the operation of airports (Pub. Util. Code, §21674, subd. (e)).

An ALUC’s adoption of, or amendment to, a compatibility plan triggers action by local agencies with jurisdiction over the geographic area encompassed by the AIA. Specifically, a local agency must submit its local land use plan(s) and/or regulation(s) (and any amendments thereto) to the ALUC in order for the ALUC to review the applicable documents and determine whether they are consistent with the compatibility plan. (Pub. Util. Code, §21676, subds. (a) and (b).) If the plan and/or regulation is considered inconsistent with the compatibility plan, the local agency’s governing body may amend the documents to be consistent with the compatibility plan or “overrule” the ALUC’s inconsistency determination after a hearing by a two-thirds vote. (*Ibid.*) In overruling the ALUC’s determination, the local agency’s governing body must make findings that its plan or regulation is consistent with the purposes of the State Aeronautics Act, as stated in Public Utilities Code section 21670. (*Ibid.*)

The Riverside County Airport Land Use Commission was first established in 1971, pursuant to the State Aeronautics Act (Pub. Util. Code, §21001 *et seq.*), for the purpose of ensuring the orderly expansion of airports and promulgating appropriate land use measures surrounding airports in Riverside County. (Pub. Util. Code, §21670, subd. (a)(2).) Pursuant to the directives of the State Aeronautics Act, the Commission drafted and adopted compatibility plans for public-use airports in Riverside County at various times from 1974 through present time. However, while an AIA was adopted for Perris Valley Airport in 1975, this is the first proposal for the adoption of a Compatibility Plan specifically addressing the environs of Perris Valley Airport.

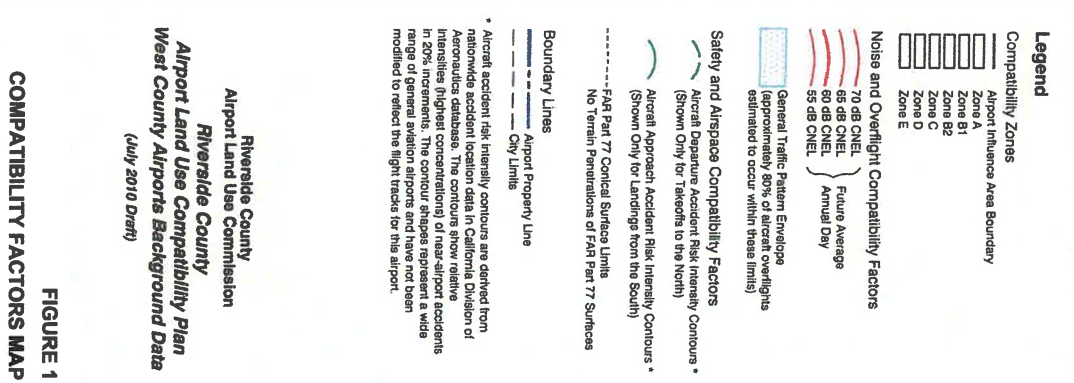
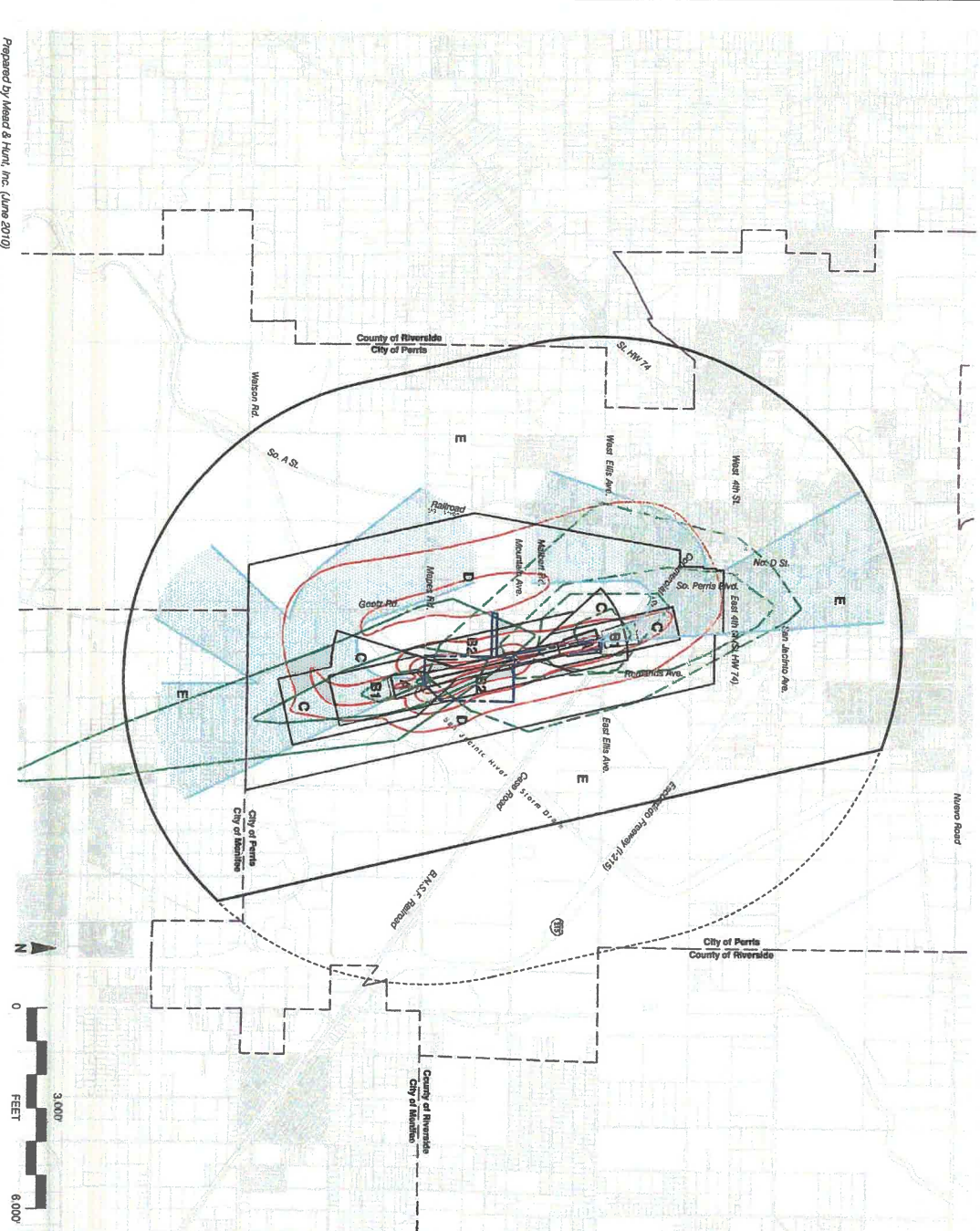


FIGURE 1
COMPATIBILITY FACTORS MAP

Riverside County Airport Land Use Commission
Initial Study and Negative Declaration:
Airport Land Use Compatibility Plan for Perris Valley Airport

8. CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK

To assist ALUCs in the performance of their duties, the California Department of Transportation, Division of Aeronautics (“Caltrans”), prepared the *California Airport Land Use Planning Handbook* (“Handbook”). Pursuant to Public Utilities Code section 21674.7, subdivision (a), an ALUC that formulates, adopts, or amends a Compatibility Plan “shall be guided by” information in the Handbook.¹

The Handbook’s purpose is to support and amplify the statewide requirements for airport land use compatibility planning. Accordingly, the Handbook provides guidance for establishing the AIA and designating airport zones, and includes suggested methods for establishing safety compatibility zones for general aviation runways. The Handbook points out that the choice of safety criteria appropriate for a particular zone is largely a function of risk acceptability; the potentially severe consequences of aircraft accidents are the driving concern in setting safety compatibility criteria. For example, land uses that are determined to represent intolerable risks, given their proximity to an airport, usually must be prohibited; where risks of a particular land use are considered significant but tolerable, establishment of restrictions may reduce the risk to an acceptable level; and, uses that are intrinsically acceptable generally require no limitations.

The Handbook also provides examples of different safety zone configurations and recommends that an airport’s vicinity be divided into the following six safety zones (in addition to the immediate runway environs):

- Zone 1: Runway Protection Zone;
- Zone 2: Inner Approach/Departure Zone;
- Zone 3: Inner Turning Zone;
- Zone 4: Outer Approach/Departure Zone;
- Zone 5: Sideline Zone; and
- Zone 6: Traffic Pattern Zone.

The intent of these zones is that risk levels be relatively uniform across each zone, but distinct from the other zones. The shapes and sizes of the zones largely are based upon accident data and analyses presented in the Handbook; however, the Handbook advises that the local ALUC also should consider the flight paths of aircraft approaching and departing the runway in delineating safety zone boundaries. The Handbook further recommends that the following factors be considered when defining safety zones: airport

¹ The current edition of the Handbook was published in 2002. Presently, Caltrans is working with a team of consultants to prepare an update to the Handbook. (See Caltrans website, Airport Land Use Planning Handbook 2010 Update webpage, available at <http://www.dot.ca.gov/hq/planning/aeronaut/handbook2010update.html>.) The pending fourth edition of the Handbook is intended to support and amplify the requirements of the State Aeronautics Act, and is not anticipated to result in a substantial departure from the guidance provided in the 2002 edition and relied on by the Commission in preparing the proposed Compatibility Plan.

area topography, existing urban development, and the location of boundaries based on geographic features.

In the case of a general aviation runway 4,000 feet to 5,999 feet in length, such as the runway at Perris Valley Airport, the Handbook (see Figure 9K) recommends that the Inner Approach/Departure Zone extend 4,000 feet from the end of the runway with a width of 1,500 feet (750 feet on either side of the extended runway centerline), while the Outer Approach/Departure Zone is recommended to extend an additional 3,000 feet beyond the runway end, but with a width of 1,000 feet (500 feet on either side of the extended runway centerline). Pursuant to the Handbook (see Table 9C), the maximum residential density in the Inner Approach/Departure Zone should not exceed 1.0 dwelling unit per 10 to 20 acres and the maximum residential density in the Outer Approach/Departure Zone should not exceed 1.0 dwelling unit per 2 to 5 acres, with “infill at up to average of surrounding residential area” in heavily developed urban settings.

Pursuant to the Handbook (see Table 9C), at distances greater than 4,000 feet from the end of the runway, land located more than 500 feet from the extended runway centerline is recommended to be in the Traffic Pattern Zone. The Handbook does not suggest limits on residential densities in the Traffic Pattern Zone, although it does suggest a limit of 150 persons per acre (average) for non-residential development in that zone except in heavily developed urban areas. Based on this provision, it may be stated that there is no statewide mandate or requirement for the restriction of residential densities in the Traffic Pattern Zone, other than restriction of extremely high residential densities that would be equivalent to 150 persons per acre. However, given the nature of residential uses, and the likelihood of vulnerable populations, a lower number of persons per acre may be established by the local ALUC.

9. PROJECT DESCRIPTION

The proposed project is the Commission’s adoption of a Compatibility Plan for Perris Valley Airport. The proposed Compatibility Plan includes “Additional Compatibility Policies” identified by a subcommittee comprised of three Commission members, specifically Chairman Housman, Vice-Chairman Ballance, and Commissioner Butler. These additional policies are tailored specifically to the Airport’s land use environs, and reflect the Commission’s efforts to develop a Compatibility Plan that fully satisfies the objectives of the State Aeronautics Act and addresses local concerns. As noted above, there is no existing airport-specific Compatibility Plan text for Perris Valley Airport. The proposed Compatibility Plan, which includes the new AIA, is included as **Appendix A** to this document and is available at the Commission’s website: <http://www.rcaluc.org>. The proposed Compatibility Plan also is available for public review and inspection during ordinary business hours (Monday through Thursday from 8:00 A.M. to 5:00 P.M.) at the Commission’s offices, located at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501.

The Compatibility Plan establishes policies for determining consistency of future, proposed development projects within the Perris Valley Airport AIA with the objectives set forth in the State Aeronautics Act (Pub. Util. Code, §§21670-21679.5.) As previously discussed, those objectives call for the Commission to protect the public health, safety, and welfare by ensuring the orderly expansion of airports via the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to existing incompatible uses. (Pub. Util. Code, §21670, subd. (a)(2).) Therefore, the proposed Compatibility Plan identifies the types and densities of permissible development within the AIA.

10. DISPLACED DEVELOPMENT

The phrase "potential for displaced development" is defined in this section to assist the Commission, local land use agencies, and all other interested parties in understanding how the potential for displaced development may arise in the context of formulating and adopting the proposed Compatibility Plan. The potential for displaced development results from placing certain land use density or intensity restrictions on future development within the AIA in order to ensure the continued operation and orderly expansion of Perris Valley Airport, minimizing the public's exposure to excessive noise and safety hazards within certain areas surrounding the Airport. Said restrictions may have the consequence, notwithstanding existing General Plan designations and zoning, of displacing future development to other areas outside the AIA or to Zone E, where densities and intensities are not subject to substantial restrictions.

As defined, adoption of the proposed Compatibility Plan has the potential to displace development that would otherwise occur within the AIA.² That being said, the Additional Compatibility Policies included in the proposed Compatibility Plan lessen the extent of potential development displacement, as discussed further below. Nonetheless, by restricting development in the Airport's environs, there is the potential for increased pressure for growth and development in areas outside the AIA. These indirect impacts could result in the construction of additional residential and non-residential development in the surrounding environment. This development, if it occurs, may result in traffic and associated air quality and noise impacts. Such development also could impact sensitive visual, biological, cultural, paleontological, historic, and other resources.

However, any such future development would be dependent on what the affected local land use jurisdictions (the City of Perris and, to a lesser extent, Riverside County and nearby cities, such as Menifee, Canyon Lake, and Lake Elsinore) would permit. Moreover, any project-specific impacts necessarily would be considered in later environmental documents prepared in compliance with CEQA. As a result, there is no

² The Airport Influence Area is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses. It also constitutes the area within which certain land use actions are subject to Commission review. The AIA boundary for Perris Valley Airport is depicted in **Figure 1**, above.

potential that such impacts would escape appropriate, further environmental review at the project-level. Although not determinative, the fact that potential shifts in population and future development will require further environmental analysis at the project level is an important and relevant consideration.

In addition, the Commission believes that by conducting an analysis of the environmental effects of population and development shifts in the region surrounding Perris Valley Airport, the Commission will have informed the affected jurisdictions (in particular, the City of Perris, Riverside County, and neighboring cities) of the potential for displaced development, and the associated consequences, before possible population and development pressure mounts in areas outside the Compatibility Plan's AIA.

After having disclosed the potential for displaced population/development due to adoption of the Compatibility Plan, and having analyzed and quantified that potential for displaced development (see *infra*, *Land Use and Planning* and *Population and Housing* sections), it is equally important to acknowledge that whether actual population and development shifts will, in fact, occur in surrounding areas in any particular case necessarily depends on a multitude of factors, including, but not limited to, the rate, timing, location, and extent of development, economic and market conditions, the nature and type of the project or projects, and the contemplated project-level impacts on the environment.

At this time, the Commission is unable to accurately forecast the actual effects such future shifts in population/development, if they do occur, will have on the physical environment. The Commission also finds that any attempt to forecast such eventualities, including predictions about the significance of any environmental effects, is both impracticable, speculative, and potentially misleading at this time. It is impracticable because such impacts are too uncertain, and it is potentially misleading because the "science" of assessing impacts, and their significance, does not permit an accurate assessment at this time. Rather than speculate, the Commission has determined that the uncertainties justify its finding that population/development shifts, if they do occur, cannot reasonably be characterized as significant at this time and that if such shifts occur in the future, they will not escape project-level environmental review under CEQA. (See Cal. Code Regs., tit. 14, section 15145.)

In summary, the Commission finds, after a thorough investigation, that particular environmental impacts resulting from the potential for displaced population/development are too speculative for any evaluation beyond this analysis and that found below, in the *Land Use and Planning* and *Population and Housing* sections; accordingly, the Commission's assessment is appropriately concluded.

11. PROJECT OBJECTIVES

The principal project objectives include the following: (i) to meet the California legislative mandate to prepare and adopt a Compatibility Plan for Perris Valley Airport, pursuant to the requirements of the State Aeronautics Act; and (ii) to adopt a

Compatibility Plan for Perris Valley Airport that will provide for the orderly growth of the Airport and the area surrounding the Airport, and which will safeguard the public health, safety, and general welfare of the inhabitants within the vicinity of the Airport and the public in general, consistent with the requirements of the State Aeronautics Act. (Pub. Util. Code, §§21670.3; 21675.)

12. SURROUNDING LAND USES AND SETTING

Perris Valley Airport is located in the City of Perris, to the southeast of the historic, Downtown Perris area. Most of the area immediately adjacent to the Airport is vacant. **Figure 2** depicts existing City of Perris General Plan land use designations within the AIA.

13. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Input and comments from other agencies, including the City of Perris, will be considered by the Commission. The Commission seeks to work with local agencies to provide for Compatibility Plans that local agencies will implement. However, approval of the affected local agencies is not a statutory requirement; state law empowers ALUCs to adopt Compatibility Plans without the approval of the affected local agencies.

A copy of the proposed Compatibility Plan must be submitted to the California Department of Transportation, Division of Aeronautics, pursuant to Public Utilities Code section 21675, subdivision (d).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental topics below would be potentially significantly affected by the proposed project, because none of the impacts are considered a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Noise |

Population and Housing

Public Services

Recreation

Transportation/Traffic

Utilities and Service Systems


Mandatory Findings of
Significance

ENVIRONMENTAL DETERMINATION

On the basis of this evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that the proposed project could not have a significant effect on the environment, but, nonetheless, one or more of the mitigation measures described in this document have been recommended for inclusion into the proposed project. Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

By:



John J. G. Guerin, Principal Planner
Riverside County Airport Land Use Commission

ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with CEQA, this Initial Study analyzes whether any potential significant impacts upon the environment would result from the proposed project. In accordance with section 15063 of the CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the lead agency, the Riverside County Airport Land Use Commission, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take into account the whole of the action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Cal. Code Regs., tit. 14, §15063, subd. (c)(3)(D).) In this case, a brief discussion should identify the following:
 - (a) *Earlier Analysis Used.* Identify and state where the earlier analysis is available for review.
 - (b) *Impacts Adequately Addressed.* Identify the effects from the checklist that were within the scope of and adequately analyzed in an earlier document pursuant to applicable

legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- (c) *Mitigation Measures.* For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. References to supporting information sources for potential impacts have been identified and incorporated into the analysis. A source list is provided following the checklist. Other sources used or individuals contacted have been cited in the respective discussions.
 7. The following environmental analysis checklist is based on Appendix G of the CEQA Guidelines and was prepared to identify the potential environmental effects of the proposed project. After each environment topic is assessed, an analysis of the basis for the assessment is provided.
 8. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question; and
 - (b) the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

ENVIRONMENTAL ANALYSIS CHECKLIST

AESTHETICS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect on a scenic vista?			✓	
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

ANALYSIS:

Thresholds (a) - (d): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not directly affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, or create a new source of light or glare; and, as such, the project would not directly impact the environment or result in any direct impacts to aesthetics. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of aesthetic impacts that would be associated with it. One possibility is that land uses in much of the Airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant aesthetic impacts. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant aesthetic impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on aesthetics. Moreover, with respect to the creation of new sources of light or glare, which would adversely affect day or nighttime views in the area, any proposed development within the area would be subject to standard conditions from the Commission or the City restricting lighting

that could interfere with the safe operation of aircraft.

(Sources: City of Perris General Plan (“City General Plan”); City of Perris General Plan Final Environmental Impact Report (State Clearinghouse No. 2004031135) (“Perris EIR”).

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Pursuant to the standards that the Commission applies in evaluating projects, the following uses shall be prohibited in those projects submitted to the Commission for review:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

Additionally, the City of Perris already has committed to mitigate development-related impacts to visual resources through compliance with Policy VII.A and Implementation Measure VII.A.1 of the Conservation Element of the General Plan.

AGRICULTURE AND FOREST RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	

AGRICULTURE AND FOREST RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?			✓	
(d) Result in the loss of forest land or conversion of forest land to non-forest use?			✓	
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓	

ANALYSIS:

Thresholds (a) - (e): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed Compatibility Plan would not: (a) directly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Farmland") to a non-agricultural use; (b) conflict with existing zoning for agricultural use, or a Williamson Act contract; (c) conflict with existing zoning for, or cause rezoning of, forest land, timberland, or land zoned Timberland Production; (d) result in the loss of forest land or conversion of forest land to non-forest use; or (e) involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR. Indeed, because the proposed Compatibility Plan would restrict future development of residential and non-residential land uses in certain areas, the direct effect of the proposed Compatibility Plan, if any, would be to reduce the conversion of farmland to non-agricultural uses and the conversion of forest land to non-forest uses.

The proposed Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to agricultural and forest resources that would be associated with it. One possibility is that land

uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the proposed Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to agricultural and forest resources. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to agricultural and forest resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the proposed Compatibility Plan would result in any significant indirect impacts on agricultural and forest resources.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None. The City of Perris 1991 General Plan Land Use Element eliminated the "agricultural" land use designation. As such, the City's goal is to provide for "orderly conversion of agricultural lands to other approved land uses." (City General Plan, Conservation Element, page 46.)

AIR QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
(d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
(e) Create objectionable odors affecting a substantial number of people?			✓	

ANALYSIS:

Thresholds (a) - (e): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or, create objectionable odors affecting a substantial number of people. As such, the project would not directly impact the environment or result in any direct impacts to air quality. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential

indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of air quality impacts that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant air quality impacts. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant air quality impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on air quality.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris already has committed to mitigate development-related impacts to air quality through compliance with Mitigation Measures AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, AQ-6, and AQ-7, as specified in the Perris EIR.

BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
(c) Have a substantial adverse effect on federally-protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

ANALYSIS: *Thresholds (a) - (f):* The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not impact biological resources or their habitat, or

conflict with applicable policies protecting biological resources or an adopted or approved habitat conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to biological resources. Further, the Compatibility Plan would not increase the levels of development in the affected area of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to biological resources that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to biological resources. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to biological resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on biological resources.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris has committed to mitigate development-related impacts to biological resources through compliance with Policies

II.A and III.A and their related Implementation Measures of the Conservation Element of the General Plan.

CULTURAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			✓	
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?			✓	
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
(d) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

ANALYSIS:

Thresholds (a) - (d): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not cause a substantial adverse change in the significance of a historical resource or an archaeological resource; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries. As such, the project would not directly impact the environment or result in any direct impacts to cultural resources. Further, the Compatibility Plan would not increase the levels of development in the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to cultural resources that would be associated with it. One possibility is that land uses in much of the Airport’s environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate,

timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to cultural resources. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to cultural resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on cultural resources.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris has committed to mitigate development-related impacts to cultural resources through compliance with Policy IV.A and Implementation Measures IV.A.1, IV.A.2, IV.A.3, IV.A.4, IV.A.5, IV.A.6, and IV.A.7 of the Conservation Element of the General Plan.

GEOLOGY AND SOILS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-				
✓				

GEOLOGY AND SOILS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				
(ii) Strong seismic ground shaking?				
(iii) Seismic-related ground failure, including liquefaction?				
(iv) Landslides?				
(b) Result in substantial soil erosion or the loss of topsoil?			✓	
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓	

ANALYSIS:

Thresholds (a) - (e): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The project will not change topography or ground surface relief features, will not create cut or fill slopes, and involves no grading. The project does not involve land disturbance and, therefore, will not result in a change in deposition, siltation, or erosion, or in an increase in wind erosion or blowsand. Therefore, the Compatibility Plan would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; be located on

expansive soil; or have soils incapable of adequately supporting the use of septic tanks; as such, the project would not directly impact the environment or result in any direct impacts to geology and soils. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to geology and soils that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to geology and soils. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to geology and soils. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on geology and soils.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris has committed to providing protection from geologic hazards through compliance with Policy I.E. and

Implementation Measures I.E.1, I.E.2, I.E.3, I.E.4, I.E.5, I.E.6, I.E.7, and I.E.8 of the Safety Element of the General Plan.

GREENHOUSE GAS EMISSIONS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

ANALYSIS:

Thresholds (a) - (b): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not generate greenhouse gas emissions or conflict with an applicable plan, policy, or regulation adopted to reduce greenhouse gas emissions; as such, the project would not directly impact the environment or result in any direct impacts to global climate change. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to global climate change that would be associated with it. One possibility is that land uses in much of the Airport’s environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to global climate change.

Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to global climate change. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts relative to greenhouse gas emissions.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None.

HAZARDS AND HAZARDOUS MATERIALS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant			✓	

HAZARDS AND HAZARDOUS MATERIALS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of the public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

ANALYSIS:

Thresholds (a) - (h): Airports are industrial uses and have the potential to create safety hazards related to aircraft activity. The objectives set forth in the State Aeronautics Act (Pub. Util. Code §§21670-21679.5) call for the Commission to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code §21670, subd. (a)(2).) Pursuant to the State Aeronautics Act, the proposed Compatibility Plan establishes the criteria by which safety hazards relating to aircraft activity would be evaluated. These criteria are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and concentrations of people in locations near Perris Valley Airport. Relatedly, the proposed Compatibility Plan seeks to minimize the consequences of an off-airport aircraft accident by requiring a percentage of the land area in critical locations near the airport to remain open and reasonably suitable for a survivable emergency landing. The

risks of aircraft accident occurrence also are reduced by policies limiting the height of structures, trees, and other objects that might penetrate airport airspace as defined by Part 77 of the Federal Aviation Regulations.

A review of the EnviroStor database of the State of California Department of Toxic Substances Control indicates that there is one listed site in the proposed AIA. Techalloy Company, Inc., a wire manufacturing facility with a site address of 2500 "A" Street, would be located within Airport Compatibility Zone E. Inclusion of this property within the AIA would not affect or interfere with cleanup efforts.

The proposed Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Moreover, the Compatibility Plan does not involve the transport, use, or disposal of hazardous materials; the emission or handling of hazardous or acutely hazardous materials, substances, or waste; or the location of a building, structure, or public facility on a hazardous materials site compiled by the State of California pursuant to Government Code section 65962.5. The AIA also is almost entirely outside those areas susceptible to wildland fire hazards.

Therefore, the Compatibility Plan would not affect the incidence of hazardous material safety hazards in the area; result in hazardous emissions within one-quarter mile of an existing or proposed school; affect any sites included on a list of hazardous materials sites; or affect emergency response plans or the incidence of wildland fires in the area. Further, the proposed Compatibility Plan would decrease airport-related safety hazards by limiting development within the AIA; therefore, if adopted, the Compatibility Plan would result in a beneficial impact by reducing the exposure of people to airport-related safety hazards, including aircraft accidents, consistent with the objectives of the State Aeronautics Act. In summary, the proposed Compatibility Plan would not directly impact the environment or result in any direct impacts relating to hazards and hazardous materials; and, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to hazards or hazardous materials that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to hazards or hazardous materials. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to hazards or hazardous materials. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on hazards or hazardous materials.

(Sources: Handbook, pages 9-37 through 9-48; City General Plan, Safety Element, Figure S-16, “Wildfire Constraint Areas”; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: In addition to the other applicable/adopted mitigation measures cited above under Aesthetics, related to lighting and glare, and pursuant to the standards that the Commission applies in evaluating projects, any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited for those projects subject to Commission review.

The City of Perris has committed to provide protection from risks such as hazardous material releases, aircraft accidents, and wildland fires through compliance with Policies I.A, I.C, I.D, I.F, II.A, II.B, III.A, and III.B, and Implementation Measures I.A.1, I.A.2, I.A.3, I.C.1, I.C.2, I.C.3, I.C.4, I.C.5, I.D.1, I.D.2, I.D.3, II.A.1, II.A.2, II.A.3, II.A.4, II.B.1, II.B.2, II.B.3, III.B.1, III.B.2, III.B.3, III.B.4, and III.B.5 of the Safety Element of the General Plan. Additionally, Policy V.A. of the Land Use Element states that the City will “restrict development in areas at risk of damage due to disasters,” and Implementation Measure V.A.1 provides that City officials will “consult hazards maps as part of the review process for all development applications.”

HYDROLOGY AND WATER QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Violate any water quality standards or waste discharge requirements?			✓	
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
(e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
(f) Otherwise substantially degrade water quality?			✓	
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	

HYDROLOGY AND WATER QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
(j) Inundation by seiche, tsunami, or mudflow?			✓	

ANALYSIS:

Thresholds (a) - (j): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Although some portions of the AIA are located in the 100-year floodplain of the San Jacinto River and large portions of the area (including the Airport itself) are within the maximum dam inundation area in the event of dam failure at Lake Perris, because the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, it would not place housing or structures in a 100-year flood hazard area. Therefore, the Compatibility Plan would not violate any water quality standards; affect groundwater supplies; substantially alter drainage patterns; or expose people or structures to a significant risk involving flooding, seiche, tsunami or mudflow; as such, the project would not directly impact the environment or result in any direct impacts to hydrology and water quality. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to hydrology and water quality that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to hydrology and water quality. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to hydrology and water quality. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on hydrology and water quality.

(Sources: City General Plan, Safety Element, including Exhibits S-9 through S-15, and Conservation Element; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris has committed to mitigate development-related impacts to water quality through compliance with Policy VI.A and Implementation Measures VI.A.1, VI.A.2, VI.A.3, VI.A.4, VI.A.5, and VI.A.6 of the Conservation Element of the General Plan. The City of Perris has committed to providing protection from flooding hazards through compliance with Policy I.B and Implementation Measures I.B.1, I.B.2, I.B.3, I.B.4, and I.B.5 of the Safety Element of the General Plan. Additionally, Land Use Element Implementation Measure II.A.1 states that the City will “[p]repare and adopt a revised Area Drainage Plan including ‘regional’ storm water detention basins capable of serving contributory areas of at least 100 acres,” and Land Use Element Implementation Measure II.A.3 states that the City will “[r]evise the capital facilities fee program so that all infrastructure construction and improvements identified as attributable to new development are fully funded.”

LAND USE AND PLANNING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Physically divide an established community?			✓	
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓	

ANALYSIS:

Thresholds (a) and (c): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan; as such, the project would not directly impact the environment or result in any direct impacts to land use and planning, with respect to thresholds (a) and (c). Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant land use and planning impacts. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant land use and planning impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on land use and planning.

Threshold (b): The Compatibility Plan does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, for the reasons discussed above. However, to the extent that the Compatibility Plan conflicts with other General Plan land use plans, policies, or regulations (*i.e.*, those not adopted for the purpose of avoiding or mitigating an environmental effect), it may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations; thus, the Compatibility Plan has the potential to shift future development to areas outside the AIA or to the outer zone of the AIA (Airport Compatibility Zone E). The Compatibility Plan, if adopted, also would constrain the allowable land use designations found in the City General Plan.

To the extent that such adoption would result in conflicts between the Compatibility Plan and the City of Perris General Plan, such conflict(s) would necessitate either an amendment to the City General Plan or an overrule by the Perris City Council. Specifically, the City of Perris may, consistent with Government Code section 65302.3, alleviate any perceived land use conflict that exists between the Compatibility Plan and its General Plan, and any applicable Specific Plans, by taking steps necessary to amend such plans, as necessary, within 180 days of the adoption of the Compatibility Plan. Alternatively, if the City of Perris does not concur with any provision of the Compatibility Plan, it may take steps to overrule the Commission by adopting findings pursuant to section 21676 of the Public Utilities Code. Such actions are within the responsibility and jurisdiction of the City of Perris, and not the Commission.

The following analysis addresses potential inconsistencies between the Compatibility Plan and the existing City of Perris General Plan with respect to non-residential land uses, and quantifies the potential worst-case scenario displacement of non-residential land uses.³

Based upon an evaluation of the existing General Plan's land use designations, including Specific Plan designations, within the Airport's AIA, there are inconsistencies between existing General Plan land use designations and the allowable intensities provided under the Compatibility Plan. **Figure 2** depicts the existing General Plan land use designations for the areas lying within the AIA.

Specifically, the Compatibility Plan would conflict with existing land use designations by applying non-residential intensity limitations to properties designated for commercial and industrial development. In Compatibility Zone A, development would be prohibited. In Compatibility Zone B1, non-residential intensity would be limited to 25 persons per acre; the limit would be 75 persons per acre in Compatibility Zone C, and 100 persons per acre in Compatibility Zones B2 and D. These limitations serve as new constraints on development located within the AIA that otherwise would be allowed under the land use designations of the City of Perris General Plan and its constituent Specific Plans. Pursuant to the Additional Compatibility Policies recommended by the subcommittee and incorporated into the proposed Compatibility Plan, the allowable intensities would be 40 persons per acre in those portions of Compatibility Zone B1 northerly of Ellis Avenue and 150 persons per acre in those portions of Compatibility Zone D northerly of Ellis Avenue.

Potential Future Non-Residential Displacement Under The Compatibility Plan Without The Additional Compatibility Policies:

The methodology described below was used to determine the potential non-residential displacement that may occur in the City of Perris.

In order to estimate projected commercial and industrial displacement, it is necessary to make certain assumptions as to how land would be developed if these restrictions were not present, based on the development permitted under the City of Perris General Plan. Based on the permissible floor-area ratios (square footage of building area divided by square footage of net site area) identified in the City's General Plan, staff calculated the maximum square footage that could be accommodated per acre in each existing non-residential land use designation.

Within each of these designations, staff determined the "Affected Acreage" located within each Compatibility Zone by calculating the total area of land within each land use designation and Compatibility Zone, excluding existing rights-of-way/roadways. (Of note, staff did not exclude any existing development or parcels currently built-out; it was assumed that all land within the AIA was vacant. In this way, staff identified the worst-case potential build-out amount. As a result, the amount of potential displacement is considered significantly overstated in that it does

³ For an analysis of the worst-case scenario potential displacement of residential uses, please see the analysis under Population and Housing.

not adjust for existing development located within the AIA, which would not be impacted by implementation of the Compatibility Plan.)

Staff then multiplied the “Affected Acreage” by the “Square Feet/Acre” permitted under the General Plan (as determined by the floor-area ratio) to determine the “Maximum Build-Out” permitted under the General Plan. For purposes of this analysis, the following floor-area ratios (square footage of building area divided by square footage of net site area) were assumed by staff, pursuant to the City of Perris General Plan. (To the extent that the Downtown Specific Plan allows for a higher level of development, it is acknowledged that individual sites may be more intensely developed. However, these floor-area ratios would likely not be exceeded for the Compatibility Zone as a whole, especially since properties fronting on D Street in the Downtown Promenade and Plaza Mercado districts would be located within Compatibility Zone E, pursuant to the revised map.) Based on the following floor-area ratio assumptions, staff calculated the maximum square feet that could be accommodated per acre in each land use designation, as follows in **Table 1**.

Table 1: Maximum Build-Out Under The General Plan

General Plan Land Use Designation	Floor-Area Ratio	Sq Ft / Acre Under General Plan
Neighborhood Commercial, Neighborhood Commercial/Urban Residential, Specific Plan Commercial/Retail	0.50	21,780
Public/Semi-Public	0.50	21,780
Community Commercial	0.75	32,670
Light Industrial, General Industrial, Specific Plan Industrial	0.75	32,670
Professional Office	1.00	43,560

In the case of Light Industrial, General Industrial, and Specific Plan Industrial, in order to determine worst-case scenario displacement, staff assumed that the area would be developed as 1:2 office/manufacturing uses (which results in the worst-case percentage of displacement).

Staff then determined the “Maximum Build-Out” permitted under the Compatibility Plan without the Additional Compatibility Policies by calculating the maximum square footage allowed per acre within each Compatibility Zone and each land use designation (which is calculated by multiplying the “people per acre” allowable under each Compatibility Zone by the maximum square footage per person allowable for each land use designation) and multiplying the maximum square footage by the “Affected Acreage.”

The difference between the “Maximum Build-Out” permitted under the General Plan and the “Maximum Build-Out” permitted under the Compatibility Plan is the potential non-residential displacement that may occur with implementation of the Compatibility Plan without the Additional Compatibility Policies (“Potential Displaced Build-Out”).

Table 2 presents the potential non-residential displacement that may occur in the AIA under the Compatibility Plan without the Additional Compatibility Policies.

**Table 2: Potential Non-Residential Displacement
Under The Compatibility Plan, Without The Additional Compatibility Policies**

Jurisdiction	General Plan Designation	Airport Zone ¹	Affected Acreage	Maximum Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Maximum Build-Out (Sq Ft)	Sq Ft / Acre ²	Maximum Build-Out (Sq Ft)	(Sq Ft)	%
City of Perris	Community Commercial³								
		B1	7.48	32,670	244,372	1,500	11,220	233,152	95%
		C	2.65	32,670	86,576	4,500	11,925	74,651	86%
		D	9.46	32,670	309,058	6,000	56,760	252,298	82%
		Total	19.59	32,670	640,006	N/A	79,905	560,101	88%
City of Perris	Neighborhood Commercial⁴								
		D	6.56	21,780	142,877	6,000	39,360	103,517	72%
		Total	6.56	21,780	142,877	6,000	39,360	103,517	72%
City of Perris	Professional Office⁵								
		D	0.68	43,560	29,621	20,000	13,600	16,021	54%
		Total	0.68	43,560	29,621	20,000	13,600	16,021	54%
City of Perris	Specific Plan Commercial/Retail⁶								
		D	19.97	21,780	434,947	6,000	119,820	315,127	72%
City of Perris	Light Industrial⁷ (1:2 office/manufacturing split)								
		A	10.62	32,670	346,955	0	0	346,955	100%
		B1	19.58	32,670	639,679	7,500	146,850	492,829	77%
		B2	76.78	32,670	2,508,403	30,000	2,303,400	205,003	8%
		C	46.06	32,670	1,504,780	22,500	1,036,350	468,430	31%
		D	145.55	32,670	4,755,119	30,000	4,366,500	388,619	8%
		Total	298.59	32,670	9,754,936	N/A	7,853,100	1,901,836	19%
City of Perris	General Industrial (1:2 office/manufacturing split)								
		B1	2.15	32,670	70,241	7,500	16,125	54,116	77%
		B2	0.04	32,670	1,307	30,000	1,200	107	8%
		C	9.32	32,670	304,484	22,500	209,700	94,784	31%
		D	443.47	32,670	14,488,164	30,000	13,304,100	1,184,064	8%
		Total	454.98	32,670	14,864,196	N/A	13,531,125	1,333,071	9%
City of Perris	Specific Plan Industrial (1:2 office/manufacturing split)								
		A	0.03	32,670	980	0	0	980	100%
		B1	2.92	32,670	95,396	7,500	21,900	73,496	77%

**Table 2: Potential Non-Residential Displacement
Under The Compatibility Plan, Without The Additional Compatibility Policies**

Jurisdiction	General Plan Designation	Airport Zone ¹	Affected Acreage	Maximum Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Maximum Build-Out (Sq Ft)	Sq Ft / Acre ²	Maximum Build-Out (Sq Ft)	(Sq Ft)	%
		B2	2.94	32,670	96,050	30,000	88,200	7,850	8%
		C	0.93	32,670	30,383	22,500	20,925	9,458	31%
		D	107.15	32,670	3,500,591	30,000	3,214,500	286,091	8%
		Total	113.97	32,670	3,723,400	N/A	3,345,525	377,875	10%
City of Perris	Public/Semi-Public								
		A	45.66	21,780	994,475	0	0	994,475	100%
		B1	4.90	21,780	106,722	5,000	24,500	82,222	77%
		B2	37.67	21,780	820,453	20,000	753,400	67,053	8%
		D	30.06	21,780	654,707	20,000	601,200	53,507	8%
		Total	118.29	21,780	2,576,357	N/A	1,379,100	1,197,257	46%
		TOTAL - City of Perris			32,166,340		26,361,535	5,804,805	18%

¹ Pursuant to Table 2A in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan (2004 RCALUCP), Zone A does not permit any commercial/industrial uses, and is limited to 0 people per acre; Zone B1 is limited to 25 people per acre; Zone B2 is limited to 100 people per acre; Zone C is limited to 75 people per acre; and Zone D is limited to 100 people per acre.

² Maximum square footage per acre under the Compatibility Plan is calculated by multiplying "people per acre" allowable under each Zone times the maximum square footage per person allowable for each use. (E.g., Pursuant to Table 2A of the Countywide Policies, Zone B1 is limited to 25 people per acre. Based on the compatibility criteria limiting building intensity for Commercial Retail to one person per 30 square feet, with a 50 percent reduction, the maximum building intensity for Commercial Retail is one person per 60 square feet. Therefore, in Zone B1, 1,500 square feet is the maximum building size that will accommodate 25 people.)

³ Pursuant to Table 2A and Appendix C, one person would be accommodated for each 60 square feet of Community Commercial uses.

⁴ Pursuant to Table 2A and Appendix C, one person would be accommodated for each 60 square feet of Neighborhood Commercial uses.

⁵ Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Professional Office or Public/Semi-Public uses.

⁶ Pursuant to Table 2A and Appendix C of the 2004 ALUCP, one person would be accommodated for each 60 square feet of Commercial Retail uses.

⁷ Under the Compatibility Plan, approximately one person would be accommodated for each 300 square feet of Light Industrial, General Industrial, and Specific Plan Industrial uses (assumes that Light Industrial, General Industrial, and Specific Plan Industrial would be developed as one-third office and two-thirds manufacturing, with office uses at one person per 200 square feet and manufacturing areas at one person per 400 square feet, with the 50 percent reduction).

Summary Of Potential Future Non-Residential Displacement Under The Compatibility Plan Without The Additional Compatibility Policies:

As presented in Table 2, the total expected build-out for non-residential uses in the AIA, excluding Compatibility Zone E, is 32,166,340 square feet. The total potential non-residential

displacement that may result from implementation of the Compatibility Plan without the Additional Compatibility Policies is 5,804,805 square feet or 18.05 percent.

As noted above, these calculations are considered significantly overstated in that they have not accounted for the existing development or land uses that would otherwise qualify as existing uses under the Compatibility Plan. Nevertheless, a potential maximum future displacement of non-residential uses within the AIA of approximately 18 percent of the maximum build-out allowable under the City General Plan is possible. However, many of these uses could be accommodated within Airport Compatibility Zone E, or in surrounding areas.

In order to understand the scope and context of potential displacement, it is important to consider the potential displacement in a citywide context. The City of Perris General Plan (Land Use Element, page 77) indicates that 47,434,227 square feet of non-residential uses would be permitted at build-out. As noted above, the “worst-case” potential non-residential displacement that may result with implementation of the Compatibility Plan without the Additional Compatibility Policies is 5,804,805 square feet or 12.24 percent of the citywide potential build-out.

Nonetheless, to minimize the potential non-residential displacement that may result from implementation of the Compatibility Plan, Additional Compatibility Policies were recommended by the subcommittee and incorporated into the proposed Compatibility Plan.⁴

Potential Future Non-Residential Displacement Under The Compatibility Plan With The Additional Compatibility Policies:

The following Additional Compatibility Policies have been incorporated into the proposed Compatibility Plan to reduce the potential non-residential displacement.

Additional Compatibility Policy 2.3:

Additional Compatibility Policy 2.3 would allow for non-residential intensities of 40 persons per acre average and 80 persons per single acre with clustering within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue (rather than 25 and 50, respectively).

As presented in **Table 3**, Additional Compatibility Policy 2.3 would result in a total potential non-residential displacement of 5,775,441 square feet or 17.95 percent when compared to the maximum build-out anticipated for the Airport Influence Area (excluding Compatibility Zone E).

⁴ The Additional Compatibility Policies are described in detail, under *Additional Compatibility Policies*, at the end of this Initial Study.

**Table 3: Potential Non-Residential Displacement Under
The Compatibility Plan, With And Without The Additional Compatibility Policies**

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Compatibility Plan Without Additional Compatibility Policies	City of Perris				
		Community Commercial	640,006	560,101	88%
		Neighborhood Commercial and Specific Plan Commercial/Retail	577,824	418,644	72%
		Professional Office	29,621	16,021	54%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,279,711	17%
		General Industrial	14,864,196	1,333,071	9%
		Public/Semi-Public	2,576,357	1,197,257	46%
		Total	32,166,340	5,804,805	18%
	Total Potential Non-Residential Displacement Under the Compatibility Plan Without Additional Compatibility Policies		32,166,340	5,804,805	18.05%
Additional Compatibility Policy 2.3	City of Perris				
		Community Commercial	640,006	553,417	86%
		Neighborhood Commercial and Specific Plan Commercial Retail	577,824	418,644	72%
		Professional Office	29,821	16,021	54%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,266,506	17%
		General Industrial	14,864,196	1,323,396	9%
		Public/Semi-Public	2,576,357	1,197,257	46%
		Total	32,166,340	5,775,441	17.95%
	Total Potential Non-Residential Displacement Under Additional Compatibility Policy 2.3		32,166,340	5,775,441	17.95%
Additional Compatibility Policy 2.4	City of Perris				
		Community Commercial	640,006	540,271	84%
		Neighborhood Commercial and Specific Plan Commercial Retail	577,824	398,964	69%
		Professional Office	29,621	9,221	31%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,191,307	16%
		General Industrial	14,864,196	1,312,565	9%
		Public/Semi-Public	2,576,357	1,164,879	45%
		Total	32,166,340	5,617,207	17.46%
	Total Potential Non-Residential Displacement Under Additional Compatibility Policy 2.4		32,166,340	5,617,207	17.46%

**Table 3: Potential Non-Residential Displacement Under
The Compatibility Plan, With And Without The Additional Compatibility Policies**

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Additional Compatibility Policy 2.5	City of Perris				
		Community Commercial	640,006	486,855	76%
		Neighborhood Commercial and Specific Plan Commercial Retail	577,924	272,729	47%
		Professional Office	29,621	16,021	54%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,279,711	17%
		General Industrial	14,864,196	1,333,071	9%
		Public/Semi-Public	2,576,357	1,197,257	46%
		Total	32,166,340	5,585,644	17.36%
	Total Potential Non-Residential Displacement Under Additional Compatibility Policy 2.5		32,166,340	5,585,644	17.36%
Additional Compatibility Policies 2.3 and 2.4	City of Perris				
		Community Commercial	640,006	533,587	83%
		Neighborhood Commercial and Specific Plan Commercial Retail	577,824	398,964	69%
		Professional Office	29,621	9,221	31%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,178,302	16%
		General Industrial	14,864,196	1,302,890	9%
		Public/Semi-Public	2,576,357	1,164,879	45%
		Total	32,166,340	5,587,843	17.37%
	Total Potential Non-Residential Displacement Under Additional Compatibility Policies 2.3 and 2.4		32,166,340	5,587,843	17.37%
Additional Compatibility Policies 2.3 and 2.5	City of Perris				
		Community Commercial	640,006	473,952	74%
		Neighborhood Commercial and Specific Plan Commercial Retail	577,824	272,729	47%
		Professional Office	29,621	16,021	54%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,266,706	17%
		General Industrial	14,864,196	1,323,396	9%
		Public/Semi-Public	2,576,357	1,197,257	46%
		Total	32,166,340	5,550,061	17.25%
	Total Potential Non-Residential Displacement Under Additional Compatibility Policies 2.3 and 2.5		32,166,340	5,550,061	17.25%

**Table 3: Potential Non-Residential Displacement Under
The Compatibility Plan, With And Without The Additional Compatibility Policies**

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Additional Compatibility Policies 2.3, 2.4, and 2.5	City of Perris				
		Community Commercial	640,006	419,557	66%
		Neighborhood Commercial and Specific Plan Commercial Retail	577,824	235,009	41%
		Professional Office	29,621	9,221	31%
		Light Industrial and Specific Plan Industrial (1:2 office/manufacturing split)	13,478,336	2,178,302	16%
		General Industrial	14,864,196	1,302,890	9%
		Public/Semi-Public	2,576,357	1,164,879	45%
		Total	32,166,340	5,309,798	16.51%
	Total Potential Non-Residential Displacement Under Additional Compatibility Policies 2.3, 2.4, and 2.5		32,166,340	5,309,798	16.51%

Additional Compatibility Policy 2.4:

Additional Compatibility Policy 2.4 has been devised as a means of mitigating potential non-residential displacement in Compatibility Zone D, and would allow for an average non-residential intensity of 150 persons per acre and a maximum single-acre intensity of 450 persons within any given acre in the portion of Compatibility Zone D located northerly of Ellis Avenue, prior to application of any bonuses. This would constitute a 50 percent increase in allowable intensity, relative to the Countywide criteria in Table 2A, but would still be consistent with Table 9C of the Handbook, which recommends a standard of 150 persons per acre (with a single-acre multiplier of 3.0) in the Traffic Pattern Zone. The intensity standards proposed in this policy have been adopted for use in the French Valley and Chino ALUCPs.

As presented in **Table 3**, Additional Compatibility Policy 2.4 would result in a total potential non-residential displacement of 5,617,207 square feet or 17.46 percent, when compared to the maximum build-out anticipated for the Airport Influence Area (excluding Compatibility Zone E).

Additional Compatibility Policy 2.5:

Additional Compatibility Policy 2.5 has been devised as a means of mitigating potential commercial displacement, and would establish new intensity criteria for retail sales, display, and showroom areas of one person per 115 square feet of gross floor area (without a 50 percent reduction) for such uses.

As presented in **Table 3**, Additional Compatibility Policy 2.5 would result in a total potential non-residential displacement of 5,585,644 square feet or 17.36 percent, when compared to the maximum build-out anticipated for the Airport Influence Area (excluding Compatibility Zone E).

Additional Compatibility Policies 2.3, 2.4, and 2.5:

Combining Additional Compatibility Policies 2.3, 2.4, and 2.5, as proposed in the Compatibility Plan, would result in the least amount of potential non-residential displacement. Specifically, as presented in **Table 3**, Additional Compatibility Policies 2.3, 2.4, and 2.5 would result in a total potential non-residential displacement of 5,309,798 square feet, or 16.51 percent, when compared to the maximum build-out anticipated for the Airport Influence Area (excluding Compatibility Zone E).

Summary Of Potential Future Non-Residential Displacement Under The Compatibility Plan With The Additional Compatibility Policies:

In sum, as presented in **Table 3**, adoption of the Compatibility Plan, without the Additional Compatibility Policies, may result in the potential worst-case scenario non-residential displacement of 18.05 percent of expected build-out within the Airport Influence Area (excluding Compatibility Zone E). However, the Compatibility Plan, as proposed, includes numerous Additional Compatibility Policies that would reduce potential development displacement. More specifically, the inclusion of Additional Compatibility Policies 2.3, 2.4, and 2.5 in the proposed Compatibility Plan reduces potential displacement to 16.51 percent.

As discussed above, because the impacts of any such displacement are uncertain from a timing and location standpoint, it is speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts that would be associated with it. Therefore, any potential physical environmental impacts occurring from possible displacement due to implementation of the Compatibility Plan are considered less than significant for the reasons described in the *Summary Of Potential Future Non-Residential Displacement Under The Compatibility Plan Without The Additional Compatibility Policies*.

Moreover, although adoption of the Compatibility Plan would constrain development at some locations (and thereby inflate the potential demand at other locations), which may conflict with applicable General Plan land use designations, such designations were not adopted for the purpose of avoiding or mitigating an environmental effect, but rather to facilitate development of a wide- range of non-residential uses. As a result, any potential physical environmental impacts associated with the Compatibility Plan's conflict with existing General Plan land use designations are considered less than significant, uncertain, and speculative.

Such conflicts also are considered less than significant under CEQA because state law (Gov. Code, §65302.3) requires that the General Plan, and any applicable Specific Plan, be consistent with an adopted Compatibility Plan, and, in the event of an inconsistency, the General Plan, and any applicable Specific Plan, must be promptly amended (or go through the special process required to overrule the Commission pursuant to section 21676 of the Public Utilities Code).

The Commission finds that, even by adopting the Compatibility Plan, any such land use conflicts can be avoided or substantially lessened by the City of Perris taking prompt action to amend its General Plan land use designations, so that they are consistent with the adopted Compatibility Plan. The Commission further finds that such amendments are within the responsibility and jurisdiction of the City of Perris and not the Commission. Finally, the Commission finds that such amendments can and should be adopted by the City of Perris consistent with section 65302.3 of the Government Code.

Moreover, it is important to note that the Compatibility Plan is being adopted, pursuant to Public Utilities Code section 21670 *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards and is guided by the Handbook. As required by state law, the Compatibility Plan sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the Handbook. Therefore, by its nature and pursuant to state law, adoption of the Compatibility Plan may necessitate restrictions on land uses within the AIA. These factors do not decrease the potential impact that the Compatibility Plan may have on future land uses and development, but they are nonetheless important considerations.

(Sources: City of Perris General Plan Land Use Map; Downtown Perris Specific Plan; Green Valley Specific Plan Land Use Map; New Perris Specific Plan Land Use Map; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

MINERAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			✓	

ANALYSIS:

Thresholds (a) and (b): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not result in the loss of availability of a known mineral

resource that would be of value to the region and the residents of the state, or result in the loss of availability of a locally-important mineral resource recovery site. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts to mineral resources. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to mineral resources that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to mineral resources. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to mineral resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on mineral resources.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

NOISE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

ANALYSIS:

Thresholds (a) - (f): Airports are industrial uses and have the potential to create airport-related noise. Pursuant to the State Aeronautics Act, the Compatibility Plan establishes the criteria by which the public's exposure to airport-related noise would be evaluated. These criteria are intended to reduce the public's exposure to noise by limiting residential densities and concentrations of people in locations near Perris Valley Airport. Pursuant to the Compatibility Plan, residential projects subject to review by the Commission and its staff within the 55 decibel ("dB") Community Noise Equivalent Level ("CNEL") contour at Perris Valley Airport shall be subject to a condition requiring that noise attenuation measures be incorporated into residential construction to ensure that interior noise levels from aircraft operations are at or below 45 dB CNEL. (In most cases, mitigation to 45 dB CNEL may be achieved with standard construction if

the exterior aircraft noise level is at or below 60 dB CNEL.) Residential projects subject to outdoor noise levels less than 55 dB CNEL are not considered to be impacted.

Notably, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, and does not include any changes in aircraft or airport operations that would generate additional noise. Moreover, the Compatibility Plan would reduce exposure to airport-related noise by limiting development within the Perris Valley Airport AIA. Therefore, the Compatibility Plan would not result in the exposure of people to increased noise or vibration levels; as such, the project would not directly impact the environment or result in any direct impacts related to noise. Indeed, the Compatibility Plan, if adopted, would result in a beneficial impact by reducing the exposure of people to increased noise levels, which is an important objective of the State Aeronautics Act. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts related to noise that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts related to noise. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts related to noise. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such

development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts related to noise.

In summary, the Compatibility Plan may result in a reduction of the potential build-out population of the AIA in relation to the levels that may be expected pursuant to the City of Perris General Plan. This reduction could occur in the event that the City of Perris amends its General Plan in order to make the General Plan land use designations consistent with the Compatibility Plan. If this reduction occurs, it is intended to achieve the objectives set forth in the State Aeronautics Act (Pub. Util. Code, §§21670-21679.5), which call for the Commission to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21670, subd. (a)(2).)

(Sources: City of Perris General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The Compatibility Plan reduces impacts from aircraft and airport noise. Pursuant to the Compatibility Plan, residential projects subject to review by the Commission and its staff within the 55 dB CNEL contour at Perris Valley Airport shall be subject to a condition requiring that noise attenuation measures be incorporated into residential construction to ensure that interior noise levels from aircraft operations are at or below 45 dB CNEL. (In most cases, mitigation to 45 dB CNEL may be achieved with standard construction if the exterior aircraft noise level is at or below 60 dB CNEL.) Residential projects subject to outdoor noise levels less than 55 dB CNEL are not considered to be impacted.

The City of Perris also has committed to mitigating the impacts of aircraft and airport noise through compliance with Policy IV.A and Implementation Measures IV.A.1 and IV.A.2 of the Noise Element of the General Plan. The City has committed to protection of noise-sensitive uses through compliance with Policies I.A, II.A, III.A, IV.A, and V.A. and Implementation Measures I.A.1, I.A.2, I.A.3, I.A.4, I.A.5, II.A.1, II.A.2, II.A.3, II.A.4, II.A.5, III.A.1, III.A.2, III.A.3, III.A.4, IV.A.1, IV.A.2, and V.A.1 of the Noise Element of the General Plan.

POPULATION AND HOUSING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

ANALYSIS:

Threshold (a): The Compatibility Plan would not directly or indirectly induce population growth. (See discussion of **Thresholds (b) and (c)** below.) However, to the extent that the Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations, the Compatibility Plan has the potential to result in shifting future development and, therefore, has the potential to impact population growth.

An analysis was conducted to determine the amount of developable residential acreage, and the number of dwelling units that would be precluded from development if the City of Perris were to amend its General Plan and applicable Specific Plans to establish designations consistent with the Compatibility Plan. The analysis was performed with the assistance of data provided by the Geographic Information Systems section of the Riverside County Transportation and Land Management Agency, the City of Perris Planning Department, and Mead and Hunt, Inc.

Based upon an evaluation of the existing City of Perris General Plan's land use designations, including Specific Plan designations, within the AIA, there are inconsistencies between existing land use designations and the allowable densities provided under the Compatibility Plan. Specifically, the Compatibility Plan would conflict with existing land use designations by applying residential density limitations to residential properties in the AIA. In Compatibility Zone A, residential development would be prohibited. Residential density would be limited to 0.05 dwelling units per acre in Compatibility Zone B1, 0.1 dwelling units per acre in Compatibility Zone B2, and 0.2 dwelling units per acre in Compatibility Zone C. The limit would be ≤ 0.2 (average parcel sizes ≥ 5.0 acres) or ≥ 5.0 (average parcel size ≤ 0.2 acre) in

Compatibility Zone D, absent adoption of Additional Compatibility Policy 2.1, as described below. These limitations serve as new constraints on development located within the AIA that otherwise would be allowed under the land use designations of the City of Perris General Plan and its constituent Specific Plans.

Potential Future Residential Displacement Under The Compatibility Plan Without The Additional Compatibility Policies:

The methodology described below was used to determine the potential residential displacement that may occur in the City of Perris. This analysis relates to dwelling units that could be allowed pursuant to the General Plan or applicable Specific Plans; no existing dwelling units would be displaced.

Staff first determined the “Net Affected Acreage” -- the amount of acreage in each General Plan designation that is designated for a density inconsistent with the residential policies in the Compatibility Plan, excluding parcels that could not be further divided based on their existing land use designations’ (see **Table 4**).⁵

In connection with identifying the “Net Affected Acreage,” all parcels designated SP were treated as “divisible,” in that no tracts have been recorded within the affected Specific Plan. In order to qualify as a “divisible parcel,” a property designated R-6,000 would need to be at least 0.27 acre in area, and a property designated R-10,000 would need to be at least 0.46 acre in area.

Properties designated MFR-14 were treated as “divisible” if they were at least 0.14 acre in area and located at least partially within Compatibility Zone C. Properties designated MFR-14 located wholly outside Compatibility Zone C, but wholly or partially within Compatibility Zone D, were treated as “divisible” if they were at least 0.40 acre in area. The rationale for this differential treatment is that residential development at densities exceeding one dwelling unit per five acres would be prohibited in Compatibility Zone C, rendering both the division of lots less than ten acres in area and the establishment of multiple units – except pursuant to second unit permit processes – on such lots inconsistent. In contrast, within Compatibility Zone D, the division of land to establish lots smaller than 0.2 acre in area and the establishment of multiple units to attain a density of at least five dwelling units per acre are both actions that are consistent with the Compatibility Plan.

Given this provision, while there are 39 divisible parcels within Compatibility Zone D designated R-6,000 by the City, 28 of these parcels are smaller than 0.40 acre in area. If divided, they would be divided into parcels smaller than 0.2 acre in area, which would be consistent with the “higher density” option for Compatibility Zone D. Thus, only 11 properties (with a total of 15.33 acres) designated R-6,000 are potentially affected by the Compatibility Plan.

⁵ The displacement analysis relates to properties in specific areas where conflicts or potential conflicts between Compatibility Plan (Airport Zone) designations and General Plan land use designations may occur. No attempt was made to analyze areas where conflicts do not occur (e.g., in Zone E, where there is no limit on residential densities).

The analysis for non-SP residentially designated parcels in Compatibility Zone C was conducted as follows:

The sum of the acreages of divisible parcels within each designation constitutes the “Net Affected Acreage” for that designation. This number was then multiplied by the maximum density presently allowable pursuant to the City’s General Plan (“Allowable Density”) to determine the total potential number of developable units⁶ allowed under the existing General Plan (“Developable Units Under Existing General Plan”).

Staff then calculated the potential developable units under the Compatibility Plan (“Developable Units Under Compatibility Plan”) by multiplying the “Net Affected Acreage” by the density permitted under the Compatibility Plan (“Allowable Density Under Compatibility Plan”). The difference between the “Developable Units Under Existing General Plan” and “Developable Units Under Compatibility Plan” is the amount of residential dwelling units that are potentially displaced (“Potentially Displaced Units”).

The analysis for non-SP residentially designated parcels in Compatibility Zone D was calculated as follows:

For parcels designated R-10,000, where the maximum density pursuant to the City of Perris General Plan is less than five dwelling units per acre, the above methodology was used, and the density permitted under the Compatibility Plan was set to 0.2 dwelling units per acre so as to calculate residential yield displacement pursuant to a “worst-case” scenario.

For parcels designated MFR-14 and R-6,000 within Compatibility Zone D, projects with densities exceeding five dwelling units per acre would be consistent with the Compatibility Plan; conversely, projects with densities less than five dwelling units per acre would be inconsistent with the Compatibility Plan. Calculation of residential yield displacement pursuant to a “worst-case” scenario in this situation requires that “Allowable Density” pursuant to the City’s General Plan be set at 5.0 dwelling units per acre and that the “Allowable Density Under Compatibility Plan” be set at 0.2 dwelling unit per acre.

The analysis for residentially designated parcels within the Green Valley Specific Plan was conducted as follows:

First, the residential Planning Areas and the allowable number of dwelling units within each Planning Area were identified. The second step was the identification of the acreage of the various Compatibility Zones within each residential Planning Area; this was made possible by the fact that the Specific Plan has been the subject of a “financing map,” whereby each Planning Area coincides with one or more Assessor’s parcels, and no Assessor’s parcel is split by a Planning Area boundary. The third step was the identification of Planning Areas that were either outside Compatibility Zone D (in either Compatibility Zone E or outside the AIA), or within Compatibility Zone D, but designated for densities equaling or exceeding five dwelling units per

⁶ The term “developable unit” does not include existing dwelling units or vacant lots within recorded urban/suburban subdivisions.

acre. The latter group included Planning Areas 5, 11, 14, 20, 21, and 28. These were excluded, as the proposed development is consistent with the Compatibility Plan.

Staff determined that potential residential yield displacement could occur in Planning Areas 6, 8, 10, 12, 17, 19, 22, 24, 25, 26, and 27. The next step was to determine the split of the number of units allocated to each of those Planning Areas by Compatibility Zone, which was accomplished based on the proportional share of acreage.

Based on this analysis, the numbers in the “Net Affected Acreage” column for the Specific Plan provide the summation of: (1) residentially designated acreage in Compatibility Zones A, B1, and B2 (found in Planning Areas 6, 8, 22, and 24); (2) residentially designated acreage in Compatibility Zone C (found in Planning Areas 6, 8, 10, 12, 17, 22, 24, 25, and 26); and (3) residentially designated acreage in Compatibility Zone D in Planning Areas with densities less than 5.0 dwelling units per acre (found in Planning Areas 6, 8, 10, 12, 17, 19, 22, 24, 25, 26, and 27).

The numbers in the “Existing General Plan – Developable Units” column reflect the number of units in each of these three areas, respectively, based on proportions of acreages within the individual Planning Areas and the number of units allocated to those Planning Areas. As this analysis is intended to divulge the potential residential yield displacement pursuant to a “worst-case” scenario, the numbers in the “Compatibility Plan – Allowable Density” column were set at 0 dwelling units for Compatibility Zones A, B1, and B2, and 0.2 dwelling units per acre for Compatibility Zones C and D.

**Table 4: Potentially Displaced Residential Units
Under The Compatibility Plan, Without The Additional Compatibility Policies**

Airport Zone	General Plan Designation	Net Affected Acreage	Existing General Plan		Compatibility Plan		Potentially Displaced Units
			Allowable Density (DU/Acre)	Developable Units	Allowable Density (DU/Acre)	Developable Units	
City of Perris (Excluding Green Valley Specific Plan)							
C	MFR-14	12.9	14	181	0.2	2	179
Total C		12.9	N/A	181	N/A	2	179
D	MFR-14	49.31	5	247	0.2	9	238
D	R-6000	15.33	5.0	77	0.2	3	74
D	R-10,000	1.08	4.36	5	0.2	0	5
Total D		65.72	N/A	329	N/A	12	317
Sub-Total Outside Specific Plans		78.62	N/A	510	N/A	14	496
Green Valley Specific Plan							
Areas Partly in A, B1, or B2	Portions of Planning Areas 6, 8, 22, 24	46.08	Varies	198	0	0	198

**Table 4: Potentially Displaced Residential Units
Under The Compatibility Plan, Without The Additional Compatibility Policies**

Airport Zone	General Plan Designation	Net Affected Acreage	Existing General Plan		Compatibility Plan		Potentially Displaced Units
			Allowable Density (DU/Acre)	Developable Units	Allowable Density (DU/Acre)	Developable Units	
C	Portions of Planning Areas 6, 8, 10, 12, 17, 22, 24, 25, 26	104.14	Varies	451	0.2	20	431
D	Planning Areas with Densities Less than 5 DU/Acre	157.67	Varies	699	0.2	31	668
Green Valley Specific Plan Sub-Total		307.89	N/A	1,348	N/A	51	1,297
TOTAL		386.51	N/A	1,858	N/A	65	1,793

As presented in Table 4, the maximum number of future dwelling units within Compatibility Zones A, B1, B2, C, and D (excluding one residence per existing residential lot not able to be further divided and development in areas of Compatibility Zone D within the Green Valley Specific Plan in Planning Areas designated for five or more dwelling units per acre), as permitted by existing land use designations, is 1,858. Under the Compatibility Plan, without the Additional Compatibility Policies (which is not the proposed project), under the “worst-case” scenario, 65 developable units would be permitted. Therefore, the total number of “Potentially Displaced Units” is 1,793.

However, recordation of Tentative Tract Map No. 33549, the Village Walk District, would reduce the net affected acreage designated MFR-14 from 12.9 to 5.07 acres in Compatibility Zone C and from 49.31 acres to 41.85 acres in Compatibility Zone D. As a result, the non-Green Valley potential residential yield displacement would drop from 179 to 70 in Compatibility Zone C, and from 317 to 281 in Compatibility Zone D. Furthermore, the City of Perris is the listed owner of 9.47 acres of land designated MFR-14 within Compatibility Zone D. If these properties are required to be developed at densities not less than five dwelling units per acre, this would reduce the net affected acreage to 32.38 acres, thereby reducing potential yield displacement by an additional 46 dwelling units. An additional displacement reduction of 74 dwelling units would occur if the City were to require all development in the portions of Compatibility Zone D designated R-6,000 to be at densities not less than five dwelling units per acre. These are potential measures that are possible options for the City of Perris, but are not within the power or the jurisdiction of the Airport Land Use Commission.

More than two-thirds of the potential residential yield displacement (1,297 out of 1,793 potential dwelling units) occurs within the boundaries of the Green Valley Specific Plan – more specifically, within the portion of the Specific Plan westerly of Murrieta Road. However, this potential residential yield reduction could be eliminated in its entirety by redesigning the

Specific Plan to: (a) eliminate residential uses in Compatibility Zones A, B1, B2, and C; (b) increase residential density within the portions of the Specific Plan westerly of Murrieta Road in Compatibility Zones D and E in Planning Areas 6, 10, 12, 17, 19, 22, 25, 26, and 27 to 5.7 dwelling units per acre; and (c) increase residential density within the portions of the Specific Plan westerly of Murrieta Road in Compatibility Zones D and E in Planning Areas 11 and 20 to 14.0 dwelling units per acre. These land use decisions are not within the power or jurisdiction of the Commission.

Outside the boundaries of the Green Valley Specific Plan, more than 80 percent of the potential residential yield displacement (417 of 496 dwelling units) occurs in Compatibility Zones C and D on properties not less than 0.14 acre in area and designated MFR-14. However, of the 71 existing parcels that fall into this category, only eleven are greater than one acre in area, and 41 of the 71 parcels are under common ownership (Perris Inv. Group). Much of the potential displacement in this category is “paper” displacement only, being located within an approved tentative tract or within an existing apartment complex located northerly of Ellis Avenue between Perris Boulevard and Goetz Road. If one were to assume that the apartment complex is fully developed, with no increase in dwelling units planned, the net affected acreage in Compatibility Zone D would drop to 35.6 acres, and the potential displacement from the MFR-14/Zone D group would drop from 238 to 171 dwelling units.

In order to understand the scope of the potential displacement, it is important to consider the displacement in a citywide context. The City of Perris General Plan provides for a total of 44,686 dwelling units at build-out, so the “worst-case” potential displacement (1,793 dwelling units) would be 4.01 percent of the citywide total. Additionally, a judicious reallocation of dwelling units in the Green Valley Specific Plan and the establishment of minimum density requirements in those portions of Compatibility Zone D in the MFR-14 and R-6,000 zones could reduce potential displacement by as much as 79 percent (to 429 dwelling units). This drops further to 206 dwelling units if it is assumed that the apartment complex referenced above is fully built-out.

To further decrease the potential residential displacement that may result from implementation of the Compatibility Plan, the following Additional Compatibility Policy has been recommended by the subcommittee and incorporated into the proposed Compatibility Plan.⁷

Potential Future Residential Displacement Under The Compatibility Plan With The Additional Compatibility Policies:

Additional Compatibility Policy 2.1 is proposed to reduce the potential displacement of residential dwelling units.

Additional Compatibility Policy 2.1:

Additional Compatibility Policy 2.1 allows for residential development at intermediate

⁷ The Additional Compatibility Policies are described in detail, under *Additional Compatibility Policies*, at the end of this Initial Study.

residential densities (two to five dwelling units per acre) within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that at least 50 percent of the site's perimeter is bounded (disregarding roads) by existing (or approved) residential uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the average density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development.

Summary of Potential Future Residential Displacement Under The Compatibility Plan With The Additional Compatibility Policies:

Inclusion of Additional Compatibility Policy 2.1 in the proposed Compatibility Plan decreases potential displacement. The decrease is not readily quantifiable, but would apply only to the areas northerly of Ellis Avenue and westerly of Redlands Avenue. Thirteen parcels zoned R-1-6,000 and 72 parcels zoned MFR-14 could potentially benefit.

As discussed above, because the impacts of any such displacement are uncertain from a timing and location standpoint, it is speculative to anticipate the specific characteristics of any development or the types of population and housing impacts that would be associated with it. Therefore, any potential physical environmental impacts occurring from possible population and housing displacement due to implementation of the Compatibility Plan are considered less than significant.

Moreover, it is important to note that the Compatibility Plan is being adopted, pursuant to Public Utilities Code section 21670 *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards and is guided by the Handbook. As required by state law, the Compatibility Plan sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the Handbook. Therefore, by its nature and pursuant to state law, adoption of the Compatibility Plan may necessitate restrictions on land uses within the AIA. These factors do not decrease the potential impact that the Compatibility Plan may have on future land uses and development, but they are nonetheless important considerations.

Thresholds (b) and (c): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not displace substantial numbers of existing housing or displace substantial numbers of people. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts to population and housing, with respect to thresholds (b) and (c). Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is

speculative to anticipate the specific characteristics of any development or the types of impacts to population and housing that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to population and housing. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to population and housing. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on population and housing.

(Source: City of Perris General Plan; Green Valley Specific Plan; Draft Downtown Perris Specific Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

PUBLIC SERVICES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental				

PUBLIC SERVICES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
(i) Fire protection?			✓	
(ii) Police protection?			✓	
(iii) Schools?			✓	
(iv) Parks?			✓	
(v) Other public facilities?			✓	

ANALYSIS:

Threshold (a): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and would not induce substantial population growth in an area and, therefore, would not result in the need for new or physically altered governmental facilities. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts related to public services. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to public services that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to public services. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to public services. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on public services.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris already has committed to mitigate development-related impacts to public services through compliance with Policies II.A and II.B and Implementation Measures II.A.1, II.A.2, II.A.3, and II.B.1 of the Land Use Element of the General Plan; Policy I.C. and Implementation Measures I.C.1, I.C.2, I.C.3, I.C.4, and I.C.5 of the Safety Element of the General Plan; and Policy I.A and Implementation Measures I.A.1 and I.A.2 of the Conservation Element of the General Plan.

RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	

RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

ANALYSIS:

Thresholds (a) and (b): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not increase the use of existing neighborhood and regional parks or other recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment; as such, the project would not directly impact the environment or result in any direct impacts to recreation. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts related to recreation that would be associated with it. One possibility is that land uses in much of the Airport’s environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts related to recreation. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts related to recreation. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated

negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on recreation.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris already has committed to mitigate development-related impacts to recreation through compliance with Policies I.A, I.B, I.C, I.D, I.E, II.A, and III.A, and Implementation Measures I.A.1, I.A.2, I.A.3, I.A.4, I.E.1, I.E.2, I.E.3, I.E.4, I.E.5, I.E.6, I.E.7, II.A.1, II.A.2, II.A.3, III.A.1, and III.A.2 of the Open Space Element of the General Plan.

TRANSPORTATION/TRAFFIC

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	

TRANSPORTATION/TRAFFIC

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, or otherwise alter waterborne, rail, or air traffic?			✓	
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
(e) Result in inadequate emergency access or access to nearby uses?			✓	
(f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?			✓	

ANALYSIS:

Thresholds (a) - (f): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not: conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system; conflict with an applicable congestion management program; result in a change in air traffic patterns; substantially increase design hazards; result in inadequate emergency access or access to nearby uses; or conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts related to traffic. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of traffic impacts that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another

possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant traffic impacts. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant traffic impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on traffic.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris already has committed to mitigate development-related impacts to transportation/traffic through compliance with Policies I.A, I.B, I.C, I.D, II.A, II.B, III.A, IV.A, V.A, VI.A, VI.B, VI.C, VII.A, VIII.A, VIII.B, VIII.C, and VIII.D, and Implementation Measures I.A.1, I.A.2, I.A.3, I.A.4, I.A.5, I.A.6, I.B.1, II.A.1, II.B.1, II.B.2, II.B.3, II.B.4, III.A.1, III.A.2, III.A.3, III.A.4, IV.A.1, IV.A.2, IV.A.3, IV.A.4, IV.A.5, IV.A.6, IV.A.7, V.A.1, V.A.2, V.A.3, V.A.4, V.A.5, V.A.6, V.A.7, V.A.8, VI.A.1, VI.B.1, VI.B.2, VII.A.1, VII.A.2, VII.A.3, VII.A.4, VII.A.5, VII.A.6, VII.A.7, VII.A.8, VIII.B.1, VIII.C.1, VIII.D.1, VIII.D.2, VIII.D.3, and VIII.D.4 of the Circulation Element of the General Plan.

UTILITIES AND SERVICE SYSTEMS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?			✓	
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demands in addition to the provider's existing commitments?			✓	
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
(g) Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

ANALYSIS:

Thresholds (a) - (g): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not result in the construction of new wastewater or storm water facilities, and would not require additional water supplies, or wastewater or landfill capacity. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts to utilities and service systems. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this

area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to utilities and service systems that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to utilities and service systems. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to utilities and service systems. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on utilities and service systems.

(Sources: City General Plan; Perris EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Perris already has committed to mitigate development-related impacts to water supply through compliance with Policies V.A and VIII.A and Implementation Measures V.A.1, V.A.2, V.A.3, VIII.A.1, VIII.A.2, VIII.A.3, VIII.A.4, VIII.A.5, VIII.A.7, and VIII.A.8 of the Conservation Element of the General Plan. The City of Perris already has committed to mitigate development-related increased

generation of solid waste through compliance with Policy VIII.B and Implementation Measures VIII.B.1, VIII.B.2, VIII.B.3, VIII.B.4, VIII.B.5, and VIII.B.6 of the Conservation Element of the General Plan.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			✓	
(b) Does the project have impacts that are individually limited, but cumulatively considerable?			✓	
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

ANALYSIS:

Thresholds (a) - (c): The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan does not have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; eliminate important examples of the major periods of California history or prehistory; have impacts that are individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts in this regard. Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Perris above those projected for this area in the City of Perris General Plan, the environmental effects of which were already adequately analyzed in the certified City of Perris General Plan EIR.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Perris Valley Airport by constraining development at some locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to wildlife, their habitats, important examples of California history, or human beings that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Perris General Plan (including its constituent Specific Plans), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on wildlife, their habitats, important examples of California history, or human beings.

Lastly, because the Compatibility Plan is regulatory in nature and will not result in any new development, construction, or physical changes to existing land uses or the environment, it has no potential to create cumulatively significant environmental impacts. Indeed, the Compatibility Plan serves as a plan designed to avoid certain noise and safety impacts that might otherwise be cumulatively significant.

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. (Cal. Code Regs., tit.14, §15063, subd. (c)(3)(D).)

ADDITIONAL COMPATIBILITY POLICIES

The Additional Compatibility Policies set forth below have been recommended by the subcommittee and integrated into the proposed Compatibility Plan. See **Table 5**, presenting the Basic Compatibility Criteria from Table 2A of the 2004 Compatibility Plan, and compare with **Table 6**, which depicts how each of the Additional Compatibility Policies would impact the compatibility criteria for the Perris Valley Airport, if adopted.⁸

Additional Compatibility Policy 2.1

Additional Compatibility Policy 2.1 would allow for residential densities of 2.0 to 5.0 dwelling units per acre within those portions of Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue where the following criteria are met: (1) at least 50 percent of the site's perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed; and (2) the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development.

Specifically, the Policy reads as follows:

- 2.1 *Infill Intermediate Residential Density Development:* The criteria set forth in Countywide Policies 3.1.3(a), 3.13(b), 3.31(a), 3.31(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, as an alternative to development in accordance with the density ranges specified in Table 2A, residential development at densities of not more than five dwelling units per acre and not less than two dwelling units per acre may be permitted within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that at least 50% of the site's perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially

⁸ **Table 6** is included for illustrative purposes only in order to depict how each of the Additional Compatibility Policies would impact the compatibility criteria for the Perris Valley Airport in relation to the criteria that would apply pursuant to Table 2A of the 2004 Compatibility Plan; they would not replace Table 2A. Note that Additional Compatibility Policy 2.5 affects interpretation of Appendix C rather than Table 2A.

within a distance of 300 feet from the boundary of the site proposed for development. It is further noted that the intent of the policy is not to encourage any areas planned for commercial or industrial development to be converted to residential uses, but to enable the density of future developments to be similar to existing neighborhood residential densities or densities approved through valid entitlement actions (such as approved tentative tract maps). Furthermore, nothing in this Plan shall be interpreted as prohibiting or restraining the development of a single-family residence on any property within the Airport Influence Area that is designated for residential use.

Additional Compatibility Policy 2.2

Additional Compatibility Policy 2.2 would waive open area requirements within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue. Specifically, the Policy reads as follows:

- 2.2 *Zone C and D Open Area Requirements:* The open area requirements set forth in Table 2A are not applicable to those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue.

Additional Compatibility Policy 2.3

Additional Compatibility Policy 2.3 would increase the allowable average intensity within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue from 25 persons per acre to 40 persons per acre. (Single-acre intensity maxima would be increased from 50 to 80 persons.) Specifically, the Policy reads as follows:

- 2.3 *Compatibility Zone B1 Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(2) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue: An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 104 people per any single acre may be allowed, depending upon the mix of risk-reduction design features.

Additional Compatibility Policy 2.4

Additional Compatibility Policy 2.4 has been devised as a means of mitigating potential non-residential (primarily commercial) displacement resulting from the non-residential intensity criteria in Airport Compatibility Zone D, and would allow for an average non-residential intensity of 150 persons per acre and a maximum single-acre intensity of 450 persons within any given acre, prior to application of any bonuses, within the portion of Zone D located northerly of Ellis Avenue. This would constitute a 50 percent increase in allowable intensity, relative to the adopted criteria, but would still be consistent with the

California Airport Land Use Planning Handbook Table 9C, which recommends a standard of 150 persons per acre (with a single-acre multiplier of 3.0) in the Traffic Pattern Zone. Specifically, Additional Compatibility Policy 2.4 reads as follows:

- 2.4 *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone D located northerly of Ellis Avenue: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 585 people per any single acre may be allowed, depending upon the mix of risk-reduction design features.

Additional Compatibility Policy 2.5

Additional Compatibility Policy 2.5 has been devised as a means of mitigating potential non-residential (primarily commercial) displacement resulting from the non-residential intensity criteria, and would establish new intensity assumptions in the evaluation of consistency with ALUCP compatibility criteria for retail sales, display, and showroom areas of one person per 115 square feet of gross floor area (without a 50 percent reduction) for such uses. Specifically, Additional Compatibility Policy 2.5 reads as follows:

- 2.5 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or “showrooms” (excluding restaurants and other uses specifically identified separately from retail in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.

Additional Compatibility Policy 2.6

Additional Compatibility Policy 2.6 provides for increased buyer awareness measures as mitigation for the allowance for intermediate density residential development. Its provisions require: (1) aviation easement dedication for new developments in the portion of Compatibility Zone C northerly of Ellis Avenue; (2) deed notice recordation throughout the boundaries of the Downtown Specific Plan; and (3) informational brochures and signs in the sales office for any new residential development anywhere within the AIA except for portions of Compatibility Zone E, located southerly of Ellis Avenue.

Specifically, the Policy reads as follows:

- 2.6 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A,

avigation easement dedication shall be required for new developments located in the portion of Airport Compatibility Zone C northerly of Ellis Avenue, and deed notice recordation shall be required throughout the boundaries of the Downtown Perris Specific Plan.

Furthermore, any new single-family or multi-family residential development proposed for construction anywhere within the AIA, except for those portions of *Compatibility Zone E* located southerly of Ellis Avenue, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property:

- (a) During initial sales of properties within newly created subdivisions, informational signs shall be posted in conspicuous locations in the subdivision sales office clearly depicting the proximity of the subdivision to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from this Airport Land Use Compatibility Plan shall be included in the brochure.

Under the Airport Land Use Compatibility Plan for Perris Valley Airport, this is the minimum constructive notice required. The City of Perris may require additional safeguards to ensure effective notice.

Additional Compatibility Policy 2.7

Additional Compatibility Policy 2.7 does not affect displacement or potential yield. It simply indicates that the prohibition of highly noise-sensitive outdoor nonresidential uses is not applicable to outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight. Specifically, Additional Compatibility Policy 2.7 reads as follows:

- 2.7 *Noise-Sensitive Outdoor Nonresidential Uses Near Rail Line:* The criteria set forth in Table 2A and Table 2B notwithstanding, the prohibition of highly noise-sensitive outdoor nonresidential uses is not applicable to outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight.

Table 5: Basic Compatibility Criteria - 2004 Compatibility Plan (Table 2A)

Zone	Locations	Maximum Densities / Intensities				Req'd Open Land ³	Additional Criteria	
		Residential (d.u./ac) ¹	Average ⁶	Single Acre ⁷	with Bonus ⁸		Other Uses (people/ac) ²	Prohibited Uses ⁴
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	› Aviation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸		No Req't	› Hazards to flight ⁹	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸ 	
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication 	

See Chapter 3 for airport-specific additions or exceptions to these policies.

Note: Numbered notes, referenced in this table below, refer to notes in Table 2A of the 2004 Compatibility Plan.

Notes:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- ⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- ⁸ An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- ⁹ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- ¹⁰ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹¹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- ¹² Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- ¹³ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- ¹⁴ Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- ¹⁵ This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not [to] be obstructions. See Policies 4.3.3 and 4.3.4.
- ¹⁶ Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- ¹⁷ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ¹⁸ Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed -- uses that attract very high concentrations of people in confined areas -- are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 6: Impact Of Additional Compatibility Policies On The Basic Compatibility Criteria - 2004 Compatibility Plan (Table 2A)

Zone	Locations	Maximum Densities / Intensities				Req'd Open Land ³	Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²				Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	› Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25 <u>40^A</u>	50 <u>80^A</u>	65 <u>104^A</u>	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.) ^B	75	150	195	20% ^C	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ^B	100 <u>150^A</u>	300 <u>450^A</u>	390 <u>585^A</u>	10% ^C	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ ^B › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	› Hazards to flight ⁹	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Note: Numbered notes, referenced in this table below, refer to notes in Table 2A of the 2004 Compatibility Plan. Lettered notes pertain to the Additional Compatibility Policies Identified in the Initial Study/Negative Declaration for the proposed Compatibility Plan.

Notes:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
 - ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
 - ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
 - ⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
 - ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
 - ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
 - ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
 - ⁸ An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
 - ⁹ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
 - ¹⁰ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
 - ¹¹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
 - ¹² Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
 - ¹³ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
 - ¹⁴ Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
 - ¹⁵ This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not [to] be obstructions. See Policies 4.3.3 and 4.3.4.
 - ¹⁶ Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
 - ¹⁷ Discouraged uses should generally not be permitted unless no feasible alternative is available.
 - ¹⁸ Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed -- uses that attract very high concentrations of people in confined areas -- are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- ^A People per acre permitted in areas north of Ellis Avenue.
- ^B Infill policy applicable north of Ellis Avenue, west of Redlands Avenue.
- ^C No open land requirements north of Ellis Avenue.
- ^D Prohibition does not apply to small amphitheaters within 600 feet of a rail line.
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SOURCES

The following documents referenced in this Initial Study are incorporated by this reference and are available for public inspection and review, upon request to John J. G. Guerin, at the Riverside County Administrative Center, 4080 Lemon Street, 9th Floor, Riverside, California, 92501:

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS. California Airport Land Use Planning Handbook, 2002. (Also available for review at www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php.)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION. Riverside County Airport Land Use Compatibility Plan. October 14, 2004. (Also available for review at www.rcaluc.org/plan_new.asp.)

The following documents referenced in this study are incorporated by this reference and are available for public inspection and review online at the City of Perris website, or at the City of Perris Development Services Department, Planning Division, located at 135 North D Street, Perris, California 92570.

CITY OF PERRIS.

Draft Perris Downtown Specific Plan, November 2009. (Also available for review at <http://www.cityofperris.org/city-hall/specific-plans.html>.)

Environmental Impact Report for the City of Perris General Plan 2030 (State Clearinghouse No. 2004031135), certified April 26, 2005. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Circulation Element, adopted June 14, 2005, last amended August 26, 2008. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Conservation Element, adopted July 12, 2005, last amended February 18, 2008. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Land Use Element, adopted April 26, 2005. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Land Use Map, dated February 19, 2009. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Noise Element, adopted August 30, 2005. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Open Space Element, adopted March 14, 2006. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

General Plan Safety Element, adopted October 25, 2005. (Also available for review at <http://www.cityofperris.org/city-hall/general-plan.html>.)

Final Green Valley Specific Plan, March 1990. (Also available for review at <http://www.cityofperris.org/city-hall/specific-plans.html>.)

Final New Perris Specific Plan, November 1989. (Also available for review at <http://www.cityofperris.org/city-hall/specific-plans.html>.)