

To:
(Potential Responsible, Trustee, Federal, and
Local Agencies and nearby property
Owners)

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

CEQA LEAD AGENCY:

City of Perris
Planning Division
135 North D Street
Perris, CA 92570
Staff Contact: Matthew Evans, Project Planner
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SUBJECT: OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project

- Specific Plan Amendment (SPA) (Case No. PLN22-05047) for the Proposed Warehouse
- Development Plan Review (DPR) (Case No. DPR22-00006) for the Proposed Warehouse
- Conditional Use Permit (CUP) (Case No. PLN22-05180) for the Proposed Commercial
- Tentative Parcel Map (TPM) (Case No. PLN22-05048)
- Environmental Impact Report (EIR)

The City of Perris (City) is commencing with the preparation of a Draft Environmental Impact Report (EIR) for the proposed OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project (Project) described herein and has released this Notice of Preparation (NOP) in compliance with the California Environmental Quality Act (CEQA). The City requests the views of your agency as to the scope and content of the environmental information relevant to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the EIR prepared by the City when considering issuance of a permit or other approval for the Project. The City also requests the issues of concern to the nearby property owners. Information gathered during the NOP comment period will be used to shape and focus future analyses of environmental impacts.

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

NOP COMMENT PERIOD:

The City invites you to submit written comments describing your specific environmental concerns. If you are representing a public agency, please identify your specific areas of statutory responsibility if applicable. Written comments are desired at the earliest possible date, but due to

the time limits mandated by State law, your response must be sent no later than 30 days after the receipt of this notice. If a responsible or trustee agency fails to respond within this time period, the City may presume that your agency has no response to make pursuant to CEQA Guidelines Section 15082(b)(2). **The NOP comment period begins on July 8, 2022 and ends on August 8, 2022. A public scoping meeting is scheduled for the Planning Commission meeting to be held on July 20, 2022.** Please send your written comments to the City staff contact identified above and include your name, address, and contact information in your correspondence.

The Project description, location, and the potential environmental effects are contained in the attached materials. The City of Perris has determined that an EIR is required, and no Initial Study will be required pursuant to CEQA Guidelines Sections 15060 and 15081.

Project Title: OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse

Project Applicant: Optimus Building Corporation (c/o Mike Naggar and Associates)
445 South D Street
Perris, CA 92570

Date: July 8, 2022

Signature: Mathew Evans, Project Planner

I. PROJECT SITE LOCATION AND SETTING

The Project site is located in the City of Perris (City), in Riverside County, CA, near the intersection of Ramona Expressway and North Perris Boulevard (see Figure 1, *Regional Location*, and Figure 2, *Project Location and Vicinity*, attached at the end of this NOP). The Project site consists of approximately 45.7 acres and contains disturbed vacant land that was previously used for agricultural purposes. The Project site is generally bounded by Ramona Expressway to the south, N. Perris Boulevard to the west, Perry Street to the north, and Redlands Avenue to the east. It encompasses Assessor's Parcel Numbers (APNs) 302-130-002, -008, -018, -021, -022, -023, -024, and -027. The Project site is within the boundaries of the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area.

The Project site is located about 1.4 miles southeast of the March Air Reserve Base/Inland Port Airport (ARB/IPA) and is located within the March ARB/IPA Airport Influence Area Boundary and the City's Airport Overlay Zone. The Project site is located almost entirely within Airport Compatibility Zone D (Flight Corridor Buffer) with a small portion of the site located within Zone C1 (Primary Approach/Departure Zone).

The Project site is generally flat with elevations ranging between 1,450 and 1,460 feet above mean sea level (amsl), with stormwater runoff generally flowing to the southeast. An existing drainage swale is located along the north side of Ramona Expressway (i.e., along the southern edge of the project site), which is owned and maintained by the Riverside County Flood Control and Water Conservation District (RCFC&WCD) and runs in an east-west direction connecting to the Perris Valley Storm Drain about 1,850 feet to the east.

As shown on Figure 3, *Aerial Photograph* (attached to this NOP), land uses surrounding the Project site include a mix of undeveloped and developed land. Specifically, surrounding properties include undeveloped vacant land to the west, east and south; commercial uses to the west and south; industrial and warehouse development to the north and east; and a gas station and commercial uses immediately adjacent to the southwest.

The Project site is located within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project site is not located within any MSHCP Criteria Cell or designated conservation area, Core or Linkage area, Mammal Survey Area, Amphibian Survey Area, Criteria Area Species Survey Area, Narrow Endemic Plant Species Survey Area, or Burrowing Owl Survey Area.

The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP). The PVCCSP designates the site for Commercial uses. Commercial land use designations are identified immediately to the west and south. Light Industrial uses are designated to the north, while Light Industrial and Commercial designations are located immediately to the east. Multi-family residential uses (that currently include a mobile home park) occur approximately 300 feet south of the Project site at the closest point, beyond the existing commercial uses southeast of the intersection of Ramona Expressway and North Perris Boulevard.

II. PROJECT BACKGROUND

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

III. PROJECT DESCRIPTION

The proposed Project involves the approval of a Development Plan to allow the construction and operation of a warehouse building with ancillary office uses on 36.3 acres and future development of commercial retail/restaurant uses within two portions of the Project site: one approximately 4.6-acre area along Ramona Expressway in the southern portion of the site (“southern commercial site”) and one approximately 4.8-acre area along Perris Boulevard in the western portion of the site (“western commercial site”). The Project Applicant is requesting the discretionary approvals described below. Figure 4, *Overall Project Site Plan*, Figure 5, *Southern Commercial Conceptual Site Plan*, and Figure 6, *Western Commercial Conceptual Site Plan*, present the conceptual site plan for the proposed warehouse and retail uses, respectively. The Project is anticipated to be constructed in one phase by the year 2024.

The proposed warehouse use is not consistent with the current commercial land use and zoning designations for the Project site; however, the applicant is requesting an amendment to the PVCCSP to change the warehouse portion of the Project site to Light Industrial, under which warehouse uses are permitted. The proposed commercial uses are consistent with the land use and zoning designations for the Project site. Specific retail tenants have not been identified; therefore, for purposes of analysis in the EIR, the proposed conceptual site plans represent the anticipated mix and site design for retail uses at the Project site. However, other retail uses may ultimately be contemplated, consistent with that allowed under the PVCCSP.

1. Development Plan Review (DPR) for the Proposed Industrial Warehouse Building and Commercial Development

- **Warehouse Building.** Warehouse development would occur within the central portion of the Project site. The warehouse building would include 774,419 total square feet of a high-cube fulfillment center warehouse building that includes 20,000 square feet of planned office area (see Figure 4). The tenant is not known at this time; therefore, for purposes of analysis, it is assumed that the building square footage would be operated as a high-cube fulfillment center warehouse, and the building could operate 24 hours a day, seven days a week.

The building would comply with applicable standards and guidelines outlined in the PVCCSP related to architecture and, in general, would have a modern industrial

- design. The building would have a maximum building height of 50 feet. Required indoor and outdoor employee amenities would also be provided.
- **Commercial Retail Development.** The Project proposes commercial retail/restaurant uses within the approximately 4.6-acre southern commercial site fronting on Ramona Expressway and future development of retail and restaurant uses within the approximately 4.8-acre western commercial site fronting on Perris Boulevard, as shown on Figures 5 and 6. The proposed commercial development within the southern commercial site would include approximately 45,000 square feet of retail and food uses (comprised of 21,825 square feet of strip retail plaza use, 5,000 square foot high turnover (sit-down) restaurant, 14,775 square feet of fast-food restaurant without drive-through window use in line with retail use, and 3,400 square foot fast-food restaurant with drive-through window use). Although not currently included in the Project's Development Plan Review request, future commercial development within the western commercial site would include approximately 25,000 square feet of retail and food uses (comprised of 18,000 square feet of strip retail/restaurant use and two fast-food restaurants with drive-through window totaling 4,000 square feet and 3,000 square feet, respectively). The buildings would comply with applicable standards and guidelines outlined in the PVCCSP related to architecture. The buildings would have a maximum building height of 45 feet.
 - **Access, Circulation, and Parking.** The Project would provide two automobile access driveways to future commercial uses within the western commercial site fronting Perris Boulevard with right-in/right-out access only (which would also provide indirect automobile access to the warehouse portion of the site), as well as two truck and automobile access driveways off of Perry Street (with left-in/right-out access only for trucks and no turn restrictions for automobiles). The southern retail component would have two driveways on Ramona Expressway: the western driveway would have right-in/right-out access only, while the eastern driveway would be signalized and thus would have no access restrictions. The proposed warehouse site plan includes 298 automobile parking stalls, 144 truck docks, and 174 trailer parking stalls. The southern commercial site plan includes 212 automobile parking spaces, while the western commercial site plan includes 172 automobile parking spaces. Bike racks would also be provided.
 - **Truck Routes.** Trucks traveling to/from the Project site would be required to access PVCCSP-designated truck routes. Directional signage would be provided onsite to direct drivers accordingly. Based on direction from the City, all trucks would access the warehouse facility only from Perry Street via Redlands Avenue, a PVCCSP-designated truck route, to Harley-Knox Boulevard to the north to travel to and from I-215. No truck traffic would be permitted on Redlands Avenue south of Perry Street or anywhere along Perris Boulevard or Ramona Expressway.
 - **Landscaping, Walls/Fences, and Lighting.** Landscaped parkways would be provided along Ramona Expressway consistent with PVCCSP requirements, as Ramona Expressway is a designated as an Expressway. To obstruct views from this thoroughfare, a 14-foot-high concrete screening wall would be provided along the boundary between the proposed retail and warehouse uses and landscaping would be

provided along the Ramona Expressway and Perris Boulevard frontages of the retail portions of the Project site. A 14-foot-high concrete screening wall would also be provided along the warehouse facility's Perry Street frontage on the north. Landscaping would be provided along the entire site perimeter of both the warehouse and retail portions of the Project site, within the automobile parking areas for visual quality and shading, and at select building-adjacent locations. Approximately 12.1 percent of the warehouse portion of the Project site would be landscaped. Onsite exterior lighting would be provided throughout the warehouse and retail portions of the Project site as required for security and wayfinding.

- **Utilities.** The Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse and retail uses. Infrastructure improvements would also include the construction of an extension of the planned Line E storm drain box culvert, which would be constructed below grade along the southern edge of the warehouse portion of the Project site, then turning to the southeast beneath the southern retail portion of the Project site and continuing eastward to either terminate at the eastern edge of the Project site, or continuing onto and through the off-site property immediately adjacent to the east. If undertaken by the Project applicant, is anticipated that this off-site portion of the Line E storm drain would be constructed as part of the Project. The onsite utility infrastructure would connect to existing utilities in the vicinity of the Project site or new utility lines that would be installed within the public right-of-way adjacent to the Project site. Eastern Municipal Water District (EMWD) is willing to provide water and sewer services to the subject project.

2. Specific Plan Amendment for the Proposed Industrial Warehouse Building

The current General Plan land use designation and Zoning for the Project site is Specific Plan (i.e., the PVCCSP). The Project site has a PVCCSP land use designation of Commercial. A Specific Plan Amendment is required to change a portion of the site's zoning to Light Industrial, which includes warehouse facilities as a permitted use. Specifically, the following amendments to the PVCCSP (most recently amended in January 2022) are proposed.

- Change (rezone) the PVCCSP land use designation for 36.3 acres of Commercial to Light Industrial (LI) to facilitate development of the proposed 878,750 square foot warehouse building.
- Revise Figure 2.0-1, Specific Plan Land Use Designation, to change the land use designations for the northern portion of the Project site (approximately 36.3 acres) from Commercial to Light Industrial (LI) as indicated above.
- Revise Table 2.0-1, Land Use Comparison, to update the acreage calculations for "Proposed Acres" as follows: reduce Commercial from 270 to 234 acres and increase LI from 2,033 to 2,069 acres.

3. Tentative Parcel Map (TPM) No. 05048

The Project involves proposed TPM No. 05048 to re-subdivide the existing eight-parcel Project site into eight parcels (one parcel for the proposed warehouse use, two parcels for the proposed retail uses, and up to four parcels for future commercial/retail uses. It should be noted that the ultimate number and location of parcels within the property may be adjusted at a later date. The existing APNs subject to the proposed changes are: 302-130-002, 302-130-008, 302-130-018, 302-130-021, 302-130-022, 302-130-023, 302-130-024, and 302-130-027.

4. Conditional Use Permit (CUP) for Commercial Uses

The Project includes proposed drive-through restaurant uses within the southern commercial site fronting Ramona Expressway, which requires the issuance of the CUP to allow for these uses on a site designated as Commercial under the PVCCSP.

IV. REQUIRED PERMITS/ACTIONS

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

- **Development Plan Review** for the warehouse and commercial site plans and building elevations;
- **Certification of an EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- **Tentative Parcel Map No. 05048** to re-subdivide the existing eight-parcel Project site into eight new parcels (subject to change as noted above); and
- **Specific Plan Amendment** to amend the PVCCSP to change a portion of the site's zoning to Light Industrial, which includes warehouse facilities as a permitted use.
- **Conditional Use Permit** to allow for drive-through restaurant uses within the southern commercial area along Ramona Expressway.

Other non-discretionary actions anticipated to be taken by the City at the staff level for the proposed Project include:

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

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

- A **National Pollutant Discharge Elimination System** (NPDES) permit from the Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- A determination by the **Riverside County Airport Land Use Commission** (ALUC) of consistency with the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP);
- Compliance with the **South Coast Air Quality Management District** Indirect Source Rule (Rule 2305) for warehouse owners and operators;
- Approval of Water Supply Assessment and water and sewer improvement plans by the **Eastern Municipal Water District**; and
- Permits or associated approval by other utility agencies as necessary, for installation of new utility infrastructure or connections to existing facilities.

V. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

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

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

The Draft EIR shall contain a detailed Project description, a map identifying the location of the Project site and surrounding land uses, a description of the existing environmental setting, Project-specific impacts, cumulative impacts, mitigation measures to reduce potentially significant impacts, and an alternatives analysis.

Based on currently available information, and as discussed below, the City has determined that the Project would have no impacts or less than significant impacts related to agriculture and forestry resources, mineral resources, population and housing, public services, recreation, and

wildfire. Therefore, as discussed in greater detail below, no further analysis of these environmental topics will be provided in the Draft EIR.

- **Agriculture and Forestry Resources.** Pursuant to CEQA Section 21060.1, agricultural land means Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria as modified for California. The State CEQA Guidelines Appendix G thresholds of significance used by the City of Perris for CEQA purposes states that a significant impact to agriculture could occur if a project was to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Based on the California Department of Conservation's (DOC's) Farmland Mapping and Monitoring Program, the Project site is classified as Farmland of Local Importance (DOC 2018) and is surrounded by areas also designated as Farmland of Local Importance or Urban and Built-Up Land. The Project site and surrounding areas are not currently being utilized for agricultural purposes. Moreover, the Project site is not within an area subject to a California Land Conservation Act of 1965 (Williamson Act) contract, and is not otherwise zone by the City for agricultural use. Similarly, the Project site does not contain forest resources. Therefore, the Project would have no impact related to agriculture and forestry resources.
- **Mineral Resources.** According to the City's General Plan, the land within the City is classified as Mineral Resource Zone (MRZ) 3 and MRZ 4, which are not considered to be significant mineral resource areas. The CDC is primarily interested in the preservation of significant resources in MRZ 2 regions. Further, the City does not have designated locally important mineral resource recovery sites in the General Plan. In addition, the California DOC does not show oil, gas, or geothermal fields underlying the site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (DOC, 2021). Therefore, implementation of the proposed Project would not result in the loss of availability of a regionally or locally important mineral resource and no impact would occur.
- **Population and Housing.** The Project does not propose residential structures or other infrastructure that would encourage residential development. The Project would create jobs within the City that would be expected to be filled by the existing population. The job creation would not be of a magnitude to induce substantial population growth. Additionally, the Project site is currently vacant and therefore implementation of the Project would not necessitate the construction of replacement housing.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. One employee per 1,030 square feet is estimated for Light Industrial floor space and one employee per 500 square feet is estimated for commercial uses. The Project consists of the construction and operation of up to 774,419 square feet of warehouse uses, and 70,000 square feet of commercial retail uses.

Based on the employment generation factors in the PVCCSP EIR, the Project could generate approximately 752 new industrial employees and 140 new commercial retail employees (approximately 892 new jobs). The PVCCSP EIR estimates that

implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of “Growth Inducing Impacts” in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the Project (892 employees) represents approximately 1.6 percent of the total employment generation anticipated in the Specific Plan area. Further, this represents approximately 3.4 percent of the City's projected employment base by 2045 as presented in the Southern California Association of Governments (SCAG) Connect SoCal (26,400 employees) (SCAG, 2020).

Additionally, similar to the short-term construction jobs, it is anticipated that these new retail and warehouse positions would be filled by workers who would already reside in the region. The Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project site and would involve improvements to adjacent roadways, consistent with the PVCCSP. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area. No significant impacts related to population or housing are expected as a result of the proposed Project.

- **Public Services.** The PVCCSP EIR Initial Study concluded that development within the PVCCSP area, which includes the Project site, would result in less than significant impacts to public services. The City of Perris has concluded that the Project would not result in potentially significant impacts to public services as discussed below.
 - **Fire Protection.** While implementation of the Project would not involve new residential uses or uses that would increase the City's population, the operation of the proposed industrial and retail buildings would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped site. California Department of Forestry and Fire Protection (CAL FIRE), under contract with Riverside County and operating as Riverside County Fire Department (RCFD), provides fire prevention and suppression to the City of Perris. RCFD Station No. 1 located at 210 W. San Jacinto Avenue and RCFD Station No. 90 at 333 Placentia Avenue exclusively serve the City of Perris. RCFD Station No. 1 is approximately 4.6 roadway miles southwest of the Project site. RCFD Station No. 90 is approximately 2.2 roadway miles south of the Project site. Other RCFD stations respond to emergency service calls in the City on an as-needed basis. The Project would create the typical range of service calls for industrial and retail developments, such as medical aid, fire response, and traffic collisions. The Project would be designed in compliance with all applicable ordinances and standard conditions established by the RCFD and/or the City or State including, but not limited to those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Compliance with applicable regulations would be confirmed by the RCFD during its review of development plans to ensure it has the capacity to provide proper fire protection to the development. The development of the Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, the

Project Applicant would be required to pay North Perris Road and Bridge Benefit District (NPRBBD) fees, inclusive of the City's Development Impact Fee (DIF), which provides a funding source for construction of fire facilities as a result of impacts related to future growth in the City. The Project would not require the construction of new or expanded fire protection facilities; therefore, no physical impacts would result and the impact would be less than significant.

- **Police Protection.** While implementation of the Project would not involve new residential uses or uses that would increase the City's population, the operation of proposed industrial and commercial retail buildings would increase the demand for police protection services at the currently undeveloped site. The City of Perris contracts with the Riverside County Sheriff Department (RCSD) for the provision of municipal police services in the City. The Project would be designed and operated in compliance with the standards provided within the City's Municipal Code, RCSD, and the PVCCSP for new development with regard to public safety. The Perris Police Station is located at 137 N. Perris Boulevard and is located approximately 4.5 roadway miles southwest of the Project site. Sheriff response times vary by time of day and priority of the call. Typical operational police protection services involved with the proposed industrial and retail uses include after-hours patrol, crime and traffic accident/collision responses, and calls for service. The Project Applicant would be required to contribute DIF fees which would ensure the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, Project's incremental demand for sheriff protection services would be less than significant with the Project's mandatory payment of DIF fees. The Project would not require the construction of new or expanded police protection facilities; therefore, no physical impacts would result and the impact would be less than significant.
- **Schools.** The Project site is located within the Val Verde Unified School District (VVUSD), which covers 67 square miles in Riverside County, and is comprised of 22 schools serving pre-kindergarten through 12th grade (VVUSD, 2022). The Project site is within the service area for the following schools: May Ranch Elementary School, Vista Verde Middle School, Rancho Verde High School, and Val Verde High School. The Project would not directly create a source of students, as the Project does not involve the development of residential land uses. Therefore, no school-age children would be living at the Project, and no direct demand for school services and facilities would occur. Additionally, as previously discussed, it is expected that the new jobs that would be created by the Project would be filled by individuals that reside in the area. Appropriate developer impact fees, as required by State law, shall be assessed and paid by the Project Applicant to the VVUSD. Section 65995(b) of the California Government Code establishes the base amount of allowed developer fees and allows increases in the base fee every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the payment of the required fees and with no additional students generated from the

Project, no significant impacts to school services would result. The Project would not require the construction of new or expanded police protection facilities; therefore, no physical impacts would result and the impact would be less than significant.

- **Parks.** The City of Perris Community Services Department provides community services and recreational and leisure time opportunities and is responsible for the planning, development, and maintenance of the City's parks and recreational facilities. The Project area currently does not contain any parkland or recreational facilities. The nearest park is Morgan Park, located approximately 0.7 miles southeast, and includes the following amenities: basketball courts, parking lot, picnic tables, playground, restrooms, group shelter, snack bar, soccer field, walking trail, and barbeques (City of Perris, 2022). The Project does not propose the development of any type of residential land use or other use that would result in a direct increase in the City's population or demand for park services. The Project would not require the construction of new or expanded park facilities; therefore, no physical impacts would result and the impact would be less than significant.
- **Other Public Facilities.** Residents of the City of Perris are provided library services through the Riverside County Library System (RCLS). As identified in the PVCCSP EIR Initial Study, development of allowed uses under the PVCCSP, including industrial and retail uses proposed as part of the Project, would not directly increase the demand for library or other public services as no new residential uses would be developed and no direct increase in the resident population would result that may create a demand for library services. As previously discussed, it is expected that the new jobs that would be created by the Project would be filled by individuals that reside in the area. The Project would not require the construction of new or expanded library facilities; therefore, no physical impacts would result and the impact would be less than significant.

The proposed Project, while it would require a Specific Plan Amendment, would require similar public services to the site's planned commercial use. As discussed above, the Project would not generate population growth that would further increase the demand for public services. Impacts would be less than significant.

- **Recreation.** The City's Community Services Department is responsible for recreational facilities in the City. As required by Section 8.2 of the PVCCSP, the Project would provide onsite employee amenities. The proposed Project is a commercial and warehouse site, which would not induce population growth or otherwise increase the use of or create the need for new parks and recreational facilities. Similarly, the proposed Project would not result in physical deterioration of existing recreation facilities such that there would be a need to construct expanded facilities. Therefore, no impact would occur in relation to existing recreation facilities. The impacts associated with the construction of on-site recreational facilities for Project site employees will be addressed in the applicable sections of the EIR.

- **Wildfire.** According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project site is not located in or near an area identified as being a “Wildfire Hazard Area.” Additionally, the Project site is not classified as a Wildfire Hazard Area in the City’s General Plan or as a Very High Fire Hazard Severity Zone by CAL FIRE’s map for the City. The Project site is located within the limits of the City of Perris and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Therefore, the Project would have no impacts related to wildfire.

The analysis to be provided in the forthcoming Draft EIR, and its supporting technical studies, will address potentially significant impacts and identify mitigation measures as necessary for the following environmental topics:

- A. **Aesthetics.** The Project would alter the existing visual character of the area and would introduce new sources of light during construction and operation. The Project site is not located within a state scenic highway. The Project’s compliance with applicable site development criteria governing scenic quality contained within the PVCCSP will be discussed in the Draft EIR. The Project is not consistent with the site’s current zoning and therefore may not be consistent with planned bulk, scale, and intensity. The Draft EIR will evaluate the potential for the Project to have an impact on scenic vistas, visual character, and light and glare effects.
- B. **Air Quality.** The Project site is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District. Impacts related to the following topics will be addressed in the forthcoming Draft EIR: consistency with the Air Quality Management Plan for the Basin; the potential for a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under applicable air quality standards; the potential exposure of sensitive receptors to substantial pollutant concentrations, including mobile source health risk impacts; and potential for the other emissions (such as those leading to odors adversely affecting a substantial number of people. The Draft EIR will discuss these issues and include the results of a technical report and Health Risk Assessment.
- C. **Biological Resources.** The Project site is within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Discussion of the results of a biological resources assessment and consistency with the MSHCP will be included in the Draft EIR, which will also evaluate potential impacts to sensitive species and communities, riparian habitats, protected wetlands, wildlife movement, and local plans and policies.
- D. **Cultural Resources.** A Cultural Resources Survey will be prepared for the Project and discussed in the Draft EIR. The Project’s potential to cause adverse changes to historical or archaeological resources pursuant to CEQA Guidelines Section 15064.5 or unknown human remains will be evaluated in the Draft EIR.
- E. **Energy.** The construction and operation of the proposed Project would involve the consumption of energy. Potential impacts related to wasteful, inefficient, or unnecessary

consumption of energy resources will be addressed in the Draft EIR. The Draft EIR will also address the Project's consistency with applicable plans related to renewable energy and energy efficiency.

- F. **Geology and Soils.** While the Project site is not expected to have impacts related to geological and seismic hazards, the site does have potential for discovery of paleontological resources. The Draft EIR will address potential impacts related to geological or seismic hazards and paleontological resources.
- G. **Greenhouse Gas Emissions.** The Project has the potential to generate greenhouse gas emissions that may have a significant impact on the environment or conflict with applicable plans and policies. To determine the Project's construction and operational greenhouse gas emissions, a technical report will be prepared for the proposed Project and potential impacts related to emissions and regulations will be analyzed in the Draft EIR.
- H. **Hazards and Hazardous Materials.** The Draft EIR will address the potential for impacts related to hazardous materials transport, use, disposal, and accidents. The Project site is not located within one-quarter mile of a school and is not on a hazardous materials site pursuant to Government Code Section 65692.5; therefore, these issues will not be further addressed in the EIR. As the site is within the Airport Overlay Zone for the March ARB/IPA, the Project's consistency with the ALUCP will be addressed in the Draft EIR and confirmed by the ALUC. As identified above, the Project is not located in a VHFHSZ and therefore has limited potential for wildland fires. This issue will not be analyzed further in the Draft EIR, however the Project's compatibility with emergency response and evacuation plans will be addressed.
- I. **Hydrology and Water Quality.** The Project would alter the hydrology of the site and may result in impacts related to drainage patterns, flooding hazards, and water quality. The Draft EIR will address the potential for impacts related to water quality violations and the Project's Water Quality Management Plan (WQMP). Changes to groundwater recharge rates or issues related to impervious surfaces will also be addressed in the Draft EIR. Lastly, the Draft EIR will discuss possible risk of pollutant release due to inundation as well as consistency with any applicable water quality control plan or sustainable groundwater management plan.
- J. **Land Use and Planning.** The Project would develop a vacant lot and would not physically divide an established community. Consistency of the Project with each of the applicable policies from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect will be addressed in the Draft EIR. Analysis of the Project's consistency with applicable provisions of the MARB/IPA ALUCP will also be provided.
- K. **Noise.** The Draft EIR will address noise and vibration levels during construction and operation and their consistency with applicable policies. Additionally, the Draft EIR will address noise impacts related to the nearby March ARB/IPA.

- L. **Transportation.** The Project applicant proposes new access points and site uses that would alter circulation near the site. The Draft EIR will include analysis of the Project's consistency with local transportation policies, potential for hazardous or incompatible features, and adequacy of emergency access. Further, vehicle miles traveled (VMT) will be addressed according to the City's significance threshold and CEQA Guidelines Section 15064.3.
- M. **Tribal Cultural Resources.** Potential impacts related to historical resources or otherwise important tribal cultural resources will be discussed in the Draft EIR. Results of consultation activities required by AB 52 will also be included in the Draft EIR.
- N. **Utilities and Service Systems.** The Project would require storm drain alterations that would be partially funded by the Project sponsor. Potential environmental impacts related to this expansion as well as other utility infrastructure will be included in the Draft EIR. Further discussion of water supplies, wastewater treatment capacity, and solid waste production and regulatory compliance will be addressed in the Draft EIR.

VI. FUTURE PUBLIC MEETINGS

As noted above, the City of Perris will hold a public scoping meeting with the City's Planning Commission on July 20, 2022 for the proposed Project. The City will provide background information, solicit public input, respond to questions, and focus the document on issues or public concern. Issues identified at the scoping meeting will be addressed in the Draft EIR as appropriate.

VII. RESPONSE TO THIS NOTICE OF PREPARATION

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

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

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

VIII. DOCUMENTS INCORPORATED BY REFERENCE AND REFERENCES

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

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

The following supporting documentation was used in preparing this NOP:

California Department of Conservation (DOC)

2021 Division of Oil, Gas, and Geothermal Resources (DOGGR). Accessed April 2, 2022. Division of Oil, Gas, and Geothermal Resources Well Finder. Sacramento, CA. Available at:

<https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.35333/33.95744/11>

2018 California Important Farmland Map. Available at:

<http://maps.conservation.ca.gov/ciff/ciff.html>

Perris, City of

2022 Community Services Department, Perris City Parks, Morgan Park. Accessed May 4. Available at: <https://www.cityofperris.org/Home/Components/FacilityDirectory/FacilityDirectory/26/88>

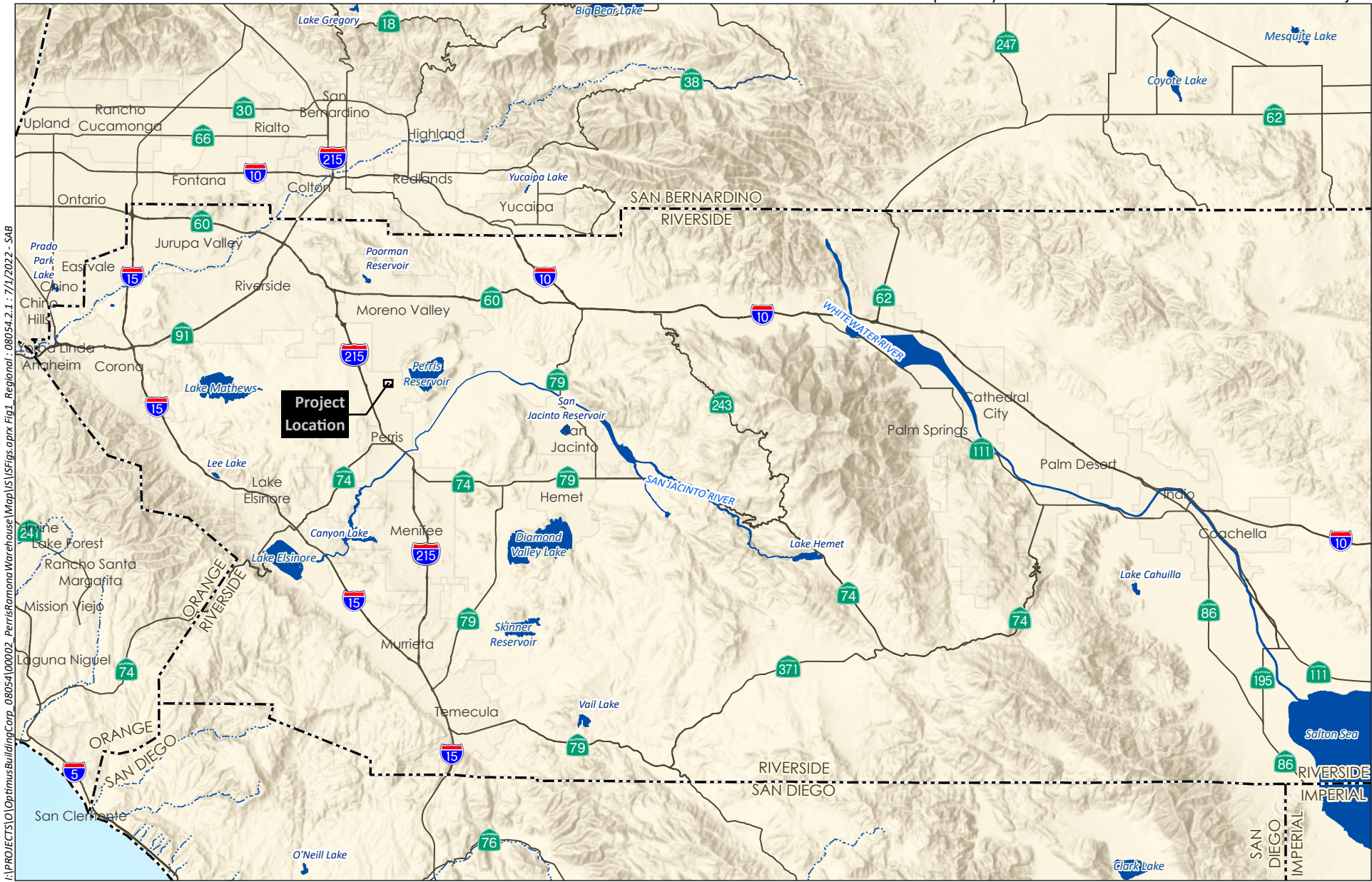
2011 Perris Valley Commerce Center Specific Plan Environmental Impact Report. July. Perris, CA. Available at: <https://www.cityofperris.org/departments/development%C3%82services/specific-plans>

Southern California Association of Governments (SCAG)

2020 Connect SoCal Demographics Growth Forecast Appendix. Profile of the City of Perris. Los Angeles, CA. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-andgrowth-forecast.pdf?1606001579

Val Verde Unified School District (VVUSD)

2022 Infographic on District statistics. Accessed May 4. Available at: <https://drive.google.com/file/d/1oAs0YGt1yDs43NCd1WOCqRJIbv-WZkig/view>



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Source: Base Map Layers (ESRI, 2013)



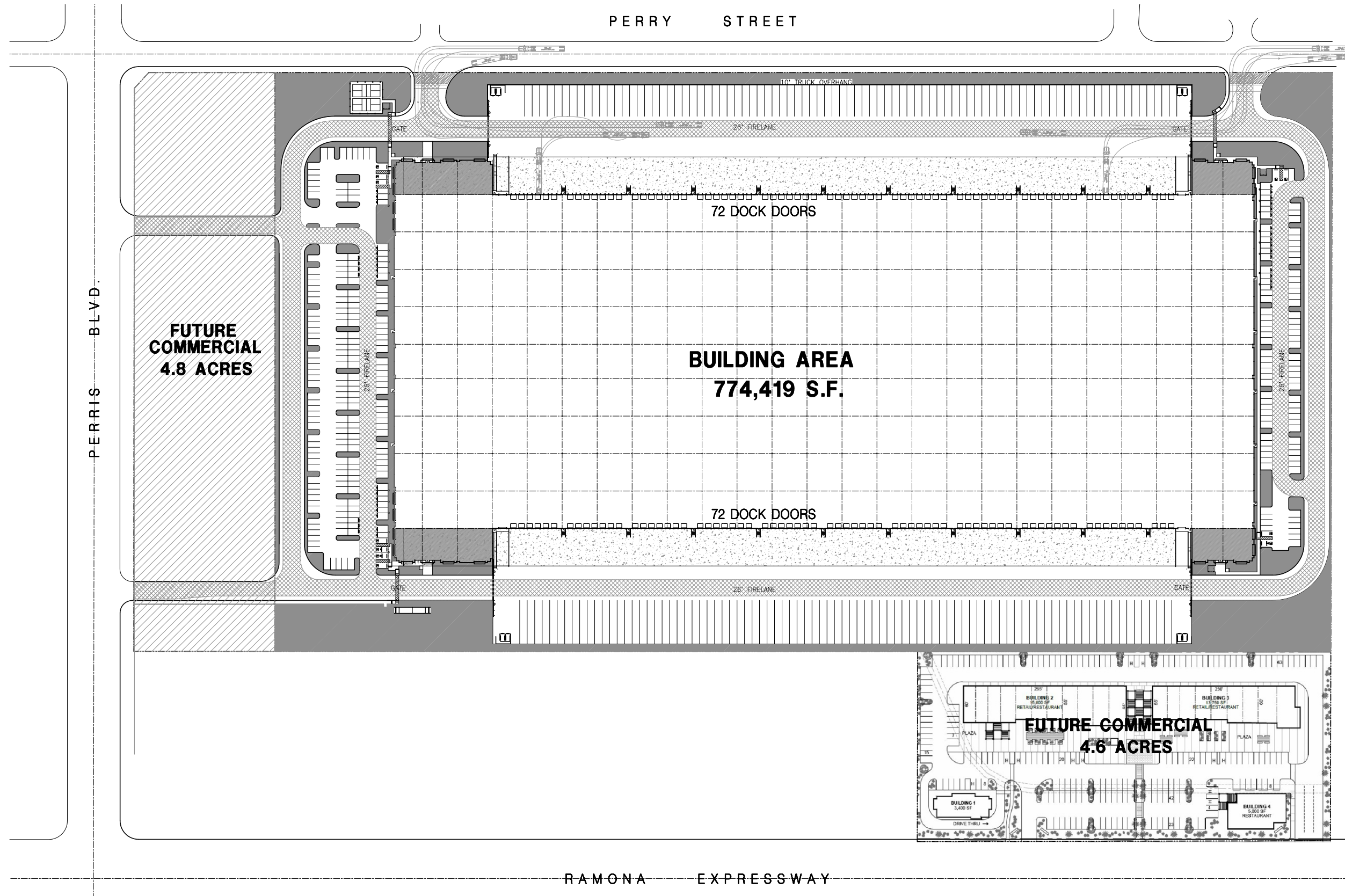
I:\PROJECTS\10\OptimusBuildingCorp_08054\00002_PerrisRamonaWarehouse\Map\IS\Figs.aprx Fig2_Project Location and Vicinity_08054.2.1 : 7/1/2022 - SAB

Source: Aerial (County of Riverside, 2020)



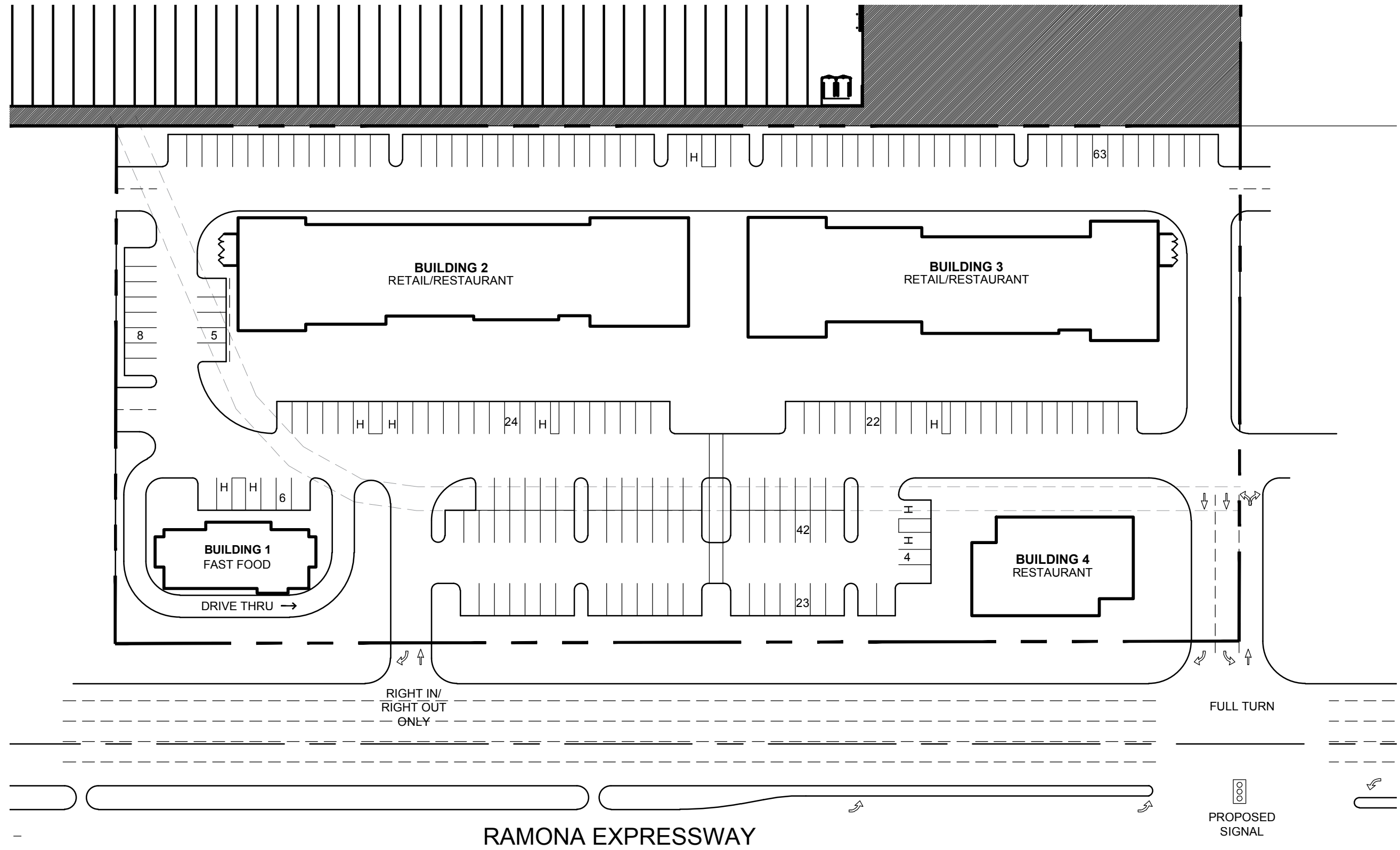
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Source: Aerial (County of Riverside, 2020)



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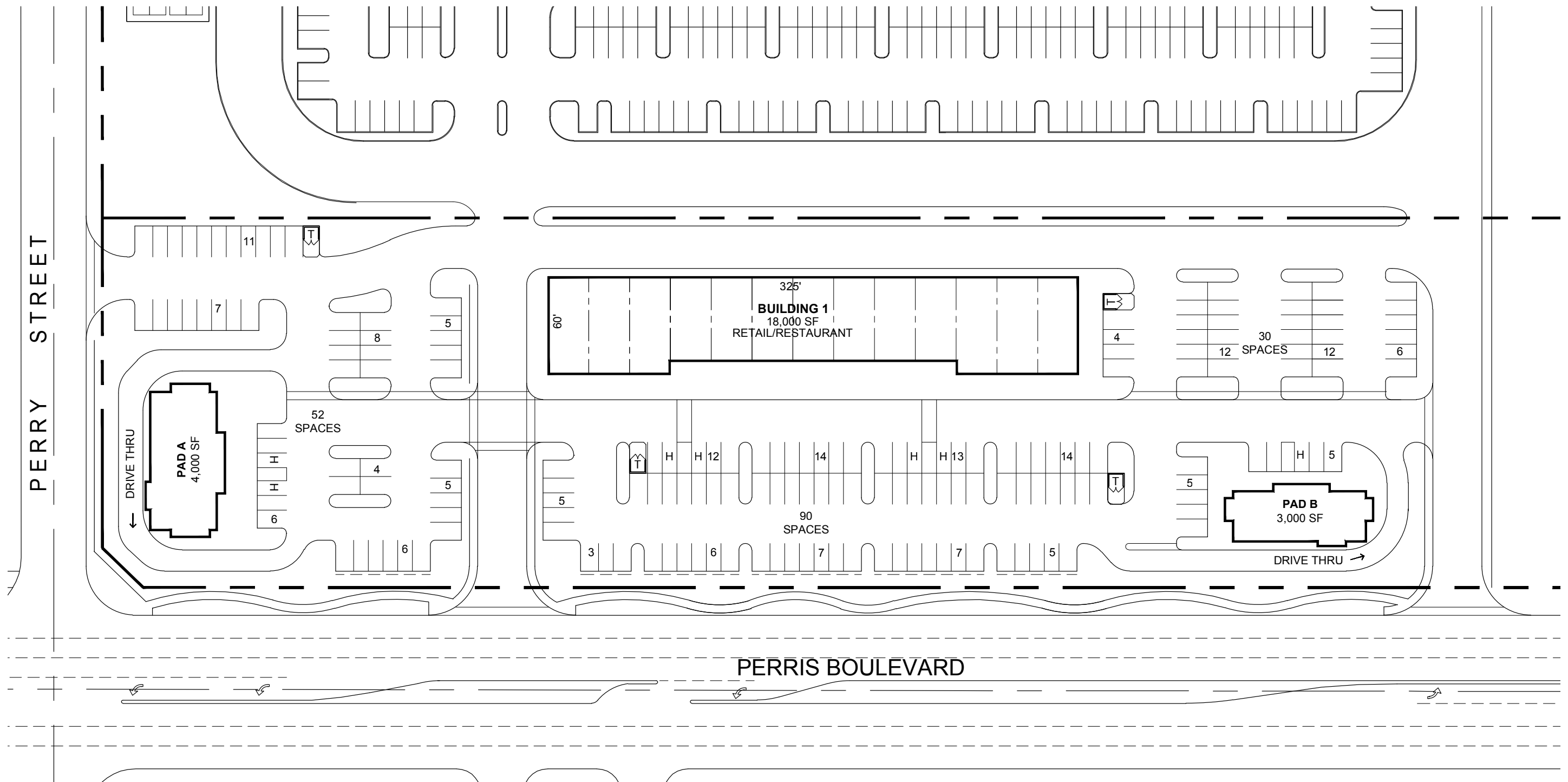
Source: HPA Architecture, 2021



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Source: HPA Architecture, 2021

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Source: HPA Architecture, 2021

Western Commercial Conceptual Site Plan

Figure 6