

Appendix K

Green Valley Specific Plan Amendment
General Plan Consistency
(November 2022)

Green Valley Specific Plan Amendment

General Plan Consistency

The Green Valley Specific Plan Amendment is consistent with the City of Perris General Plan. The following analysis demonstrates the Specific Plan Amendment’s consistency with applicable General Plan policies.

The original Green Valley Specific Plan was approved in 1990 by the City Council of the City of Perris. This Specific Plan Amendment addresses 289.2 acres of the 1,267.1-acre Green Valley Specific Plan. Since the approval of the Green Valley Specific Plan many things have transpired and changed:

1. Adoption of a New General Plan
2. Adoption of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)
3. Adoption of the Perris Valley Airport Land Use Compatibility Plan (ALUCP)
4. San Jacinto River Study
5. Adoption of the Romoland Master Drainage Plan
6. New South Perris Metrolink Station in proximity to the project

As result of these changes, the amended project has more open space, variable density zone with court and attached single-family and multifamily homes and consolidation of schools to accommodate the State School Board. Also, a portion of the project has been developed demonstrating the quality of development in community theming and amenities. In the SPA, extensive Community Design Guidelines have been provided to guarantee that the established community design will be perpetuated in the upcoming future build out of the community.

1 Housing Element Consistency

1. **Background** – The City of Perris General Plan Housing Element was adopted by the Perris City Council on January 25, 2022. The Housing Element establishes policies, procedures, and incentives that result in the maintenance and expansion of the housing supply to adequately accommodate current and future Perris residents. It is designed to guide the City decision-making through 2029.

The Green Valley Specific Plan was adopted by the Perris City Council in 1990 and provides for a maximum of 4,210 dwelling units within the Specific Plan Area. These approved units are divided among four single-family residential lot sizes, and a multi-family designation. Since approval of the Specific Plan, 1,554 dwelling units are part of approved tract maps. The Green Valley Specific Plan Amendment proposes a maximum of 1,756 dwelling units divided among four single-family residential Planning Areas and two multi-family residential Planning Area. As mentioned above, the Specific Plan Amendment only addresses a portion of the Green Valley Specific Plan area.

2. **Applicable Policies** – The following policies of the City of Perris Housing Element are applicable to the Green Valley Specific Plan Amendment.
 - a. *Policy 1.3 – Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential land on existing residential development.*
 - b. *Policy 1.6 – Promote the Sustainable Community section in the Conservation Element of the General Plan.*

Green Valley Specific Plan Amendment

General Plan Consistency

- c. *Policy 2.1* – Promote development within specific plans that provide a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints.
 - d. *Policy 2.3* – Locate higher density residential development in close proximity to public transportation, services, and recreation.
 - e. *Policy 2.4* – Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).
 - f. *Policy 3.5* - Ensure that water and sewer providers are aware of the City’s intentions for residential development throughout the City.
 - g. *Policy 4.4* – Encourage the development of rental units with three or more bedrooms to provide affordable housing for large families.
 - h. *Policy 6.1* – Comply with all adopted federal and state actions to promote energy conservation.
- 3. Analysis** – The Green Valley Specific Plan Amendment provides for 1,756 dwelling units in variety of housing types and densities which are in areas suitable for residential development and have access to adequate infrastructure and services.

The Specific Plan Amendment allows for a variety of lot sizes smaller than 6,000 square feet (to a minimum of 5,000 square feet in the R-5,500 – R-6,000 Residential Zone). This flexibility in lot size will allow for more affordable units within the City of Perris to accommodate first-time homebuyers, as well as empty nesters. The multi-family designation permits a number of product types, including duplexes, triplexes, small lot detached single-family, single-family court, town homes, and apartments that can be for sale or rent. The Green Valley Specific Plan Design Guidelines will assure that the architecture and landscaping will be of high quality and the property associations will assure that these areas will be well maintained in the future.

- 4. Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Housing Element policies. The following findings can be made:
- a. The Green Valley Specific Plan Amendment provides for a variety of housing from Traditional Single Family Detached to Single-Family Court, Single-Family Attached and Multi-Family.
 - b. Higher density housing has been provided responding to the project site’s close proximity to adjacent arterial highways.
 - c. As a Planned Community, GVSPA provides new housing units for the City of Perris consistent with the RHNA.
 - d. Within the Multi-Family Planning Area, a range of units will be provided from studio, one, two and three bedrooms.
 - e. New housing stock as provided by the Specific Plan Amendment will lessen the burden for additional housing on the existing residential development.
 - f. Proposed housing within the GVSP Amendment would provide adequate water and sewer infrastructure for the planned development.

Green Valley Specific Plan Amendment

General Plan Consistency

- g. Housing within the Green Valley Specific Plan area will meet or exceed all adopted federal and state actions to promote energy conservation.
- h. Green Valley, a transit-oriented development will be a Sustainable Community with focus on drought-tolerant landscaping, energy-efficient homes and a walkable and bikeable environment.

2 Land Use Element Consistency

1. **Background** – The City of Perris General Plan Land Use Element was adopted by the Perris City Council on April 26, 2005. The Land Use Element is a 30-year guide for the City to make decisions on growth, capital investment, and physical development of the City. The Green Valley Specific Plan was adopted by the Perris City Council in 1990 and it serves as a more detailed planning document for the Specific Plan Area. The Land Use Element divides the City into 10 Planning Areas, and the Green Valley Specific Plan comprises the majority of Planning Area 9. The City’s General Plan Map, updated January 3, 2013, designates the Green Valley Specific Plan Area as GVSP – Green Valley Specific Plan.
2. **Applicable Policies** – The following policies of the City of Perris Land Use Element are applicable to the Green Valley Specific Plan Amendment.
 - a. *Policy I.A - Promote variety in dwelling types, densities, and locations to satisfy changing demands as the community evolves and matures*
 - b. *Policy II.A - Require new development to pay its full, fair-share of infrastructure costs.*
 - c. *Policy II.B - Require new development to include school facilities or pay school impact fees, where appropriate.*
 - d. *Policy III.A - Accommodate diversity in the local economy.*
 - e. *Policy V.A - Restrict development in areas at risk of damage due to disasters.*
3. **Analysis** – The Green Valley Specific Plan Amendment proposes changes to Land Uses from the original Specific Plan to be consistent with the Perris Valley Airport Land Use Plan and subsequent Drainage Plans. The costs of implementing the Specific Plan will be borne by the developer, who will provide all infrastructure. A commercial site and school site are proposed within the Specific Plan Amendment area which will provide employment opportunities. Additionally, development of the Specific Plan Amendment area will create construction jobs. The Specific Plan Amendment area is consistent with the ALUP and designed to reduce any flooding impacts through the implementation of the Specific Plan Drainage Plan.
4. **Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Land Use Element policies. The following findings can be made:
 - a. The project proposes a diversity in the local economy and would include both Multi-Family and Single-Family Residential Units.
 - b. The developer of the Specific Plan shall be financially responsible for their fair share infrastructure costs.
 - c. The project would accommodate schools (K through 5th and 6th through 8th grade) within PA 32 for up to 1,000 students.

Green Valley Specific Plan Amendment

General Plan Consistency

- d. The project proposes a diversity in the local economy.
- e. Development is located outside of areas at risk of damage from disasters.

3 Circulation Element Consistency

1. **Background** – The City of Perris General Plan Circulation Element was adopted by the Perris City Council on January 11, 2022. The purpose of the Circulation Element is to provide for a safe, convenient, and efficient transportation system for the City. The Green Valley Specific Plan was adopted by the Perris City Council in 1990 and contains a circulation plan designed to implement the City’s Circulation Element in place at the time its adoption. The Green Valley Specific Plan Amendment also includes a Circulation Plan designed to implement the City’s current Circulation Element of the General Plan.
2. **Applicable Policies** – The following policies of the City of Perris Circulation Element are applicable to the Green Valley Specific Plan Amendment.
 - a. *Policy I.A – Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network.*
 - b. *Policy I.B – Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.*
 - c. *Policy II.A – Maintain the following target Levels of Service:*
 - *LOS “D” along all City maintained roads (including intersections) and LOS “D” along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS “E,” at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.*
 - *LOS “E” may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.*
 - d. *Policy II.B - Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.*
 - e. *Policy III.A – Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.*
 - f. *Policy IV.A – Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.*
 - g. *Policy V.A - Provide for safe movement of goods along the street and highway system.*
 - h. *Policy VII.A - Implement the Transportation System in a manner consistent with federal,*

Green Valley Specific Plan Amendment

General Plan Consistency

State, and local environmental quality standards and regulations.

- i. Policy VIII.A - Encourage the use of Transportation Demand Management (TDM)/ Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.*
 - j. Policy VIII.B - Identify Transportation Systems Management (TSM) strategies that will assist in mitigating traffic impacts and that will maintain the desired level of service along the street and highway system.*
- 3. Analysis** – The Green Valley Specific Plan Amendment provides a Circulation Plan that meets or exceeds the Circulation Element’s Road Classifications and Standards for roadways within the Specific Plan Area. Additionally, the Plan provides a trail network that is consistent with the City’s Master Plan of Trails and provides non-vehicular connections to the school, park, and proposed commercial sites. The Plan also provides an alternative route to the San Jacinto River Trail that would allow for a regional connection to other trails outside of the Green Valley Specific Plan area. The Circulation Plan will be implemented by the developer who will construct the vehicular and non-vehicular systems. A Maintenance District will provide maintenance of the facilities. The Circulation Plan is consistent with the City’s Circulation Element and will provide for the safe movement of goods and be consistent with federal State, and local environmental quality standards and regulations.
- 4. Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Circulation Element policies. The following findings can be made:
- a. The Green Valley Specific Plan Amendment meets or exceeds the General Plan Circulation Element requirements and standards.
 - b. The Plan promotes alternative modes of transportation, including walking, cycling, and transit.
 - c. The Specific Plan Circulation Plan is consistent with the City’s Circulation Element.

4 Conservation Element Consistency

- 1. Background** – The City of Perris General Plan Conservation Element was adopted by the Perris City Council on July 12, 2005. The City amended the Conservation Element to include the Sustainable Community Amendment on February 18, 2008. The Conservation Element provides goals and policies as a framework for the management, preservation, and use of the City’s Resources. The Conservation Element includes a Sustainable Community section that addresses Energy Efficiency (California Code of Regulations Title 24), Occupant Health and Safety, Materials Efficiency, Water Efficiency, Landscaping Efficiency, and Efficiency in Project Design.
- 2. Applicable Policies** – The following policies of the City of Perris Conservation Element are applicable to the Green Valley Specific Plan Amendment.
 - a. Policy I.A – Establish growth management strategies to ensure the proper timing and economic provisions for utilities, major streets and other facilities so that orderly development will occur.*

Green Valley Specific Plan Amendment

General Plan Consistency

- b. *Policy II.A – Comply with state and federal regulations to ensure protection and preservation of significant biological resources*
 - c. *Policy III.A – Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.*
 - d. *Policy IV.A – Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.*
 - e. *Policy V.A – Coordinate land-planning efforts with local water purveyors.*
 - f. *Policy VI.A – Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*
 - g. *Policy VII.A - Preserve significant hillsides and rock outcroppings in the planning areas.*
 - h. *Policy VIII.A – Adopt and maintain development regulations that encourage water and resource conservation.*
 - i. *Policy VIII.B – Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.*
 - j. *Policy IX.A – Encourage land uses and new development that support alternatives to the single occupant vehicle.*
 - k. *Policy X.B – Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.*
- 3. Analysis** – The Green Valley Specific Plan Amendment does not propose any development within the Multi-Species Habitat Conservation Plan criteria cells. The Specific Plan Amendment is consistent with all state and federal regulations regarding significant historical, archaeological, and paleontological resources. The Eastern Municipal Water District (EMWD) has approved a Master Water Plan for the Specific Plan Area, as well as a project-specific Water Supply Assessment Report for the Specific Plan Amendment. A Drainage Plan has been prepared which complies with the requirements of the National Pollutant Discharge Elimination System. The project will promote recycling and reduced waste generation at construction sites. The Green Valley Design Guidelines contain a plant palette designed to minimize water use, as well as provide for trees to lessen energy needs. A trails plan has been prepared for the Specific Plan Area that promotes alternative non-vehicular transportation options.
- 4. Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Conservation Element policies. The following findings can be made:
- a. The Specific Plan complies with state and federal regulations regarding biological, historical, archaeological, and paleontological resources, as well as the MSHCP.
 - b. The Specific Plan Drainage Plan complies with the requirements of the NPDES.
 - c. The Specific Plan Design Guidelines contain strategies to reduce the use of water and conserve resources.

Green Valley Specific Plan Amendment

General Plan Consistency

- d. The Specific Plan Trails Plan provides non-vehicular circulation alternatives to reduce traffic and improve air quality.
- e. Information provided in the EMWD's 2020 UWMP shows there would be sufficient water supplies to meet the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry, and historic multiple-dry year conditions Based on the 2020 UWMP and the WSA prepared for the Phase 2 project, the combined service area demand for the project remains within the overall demand limits considered in the 2020 UWMP.
- f. The Specific Plan Drainage Plan complies with the requirements of the NPDES.
- g. There are no officially designated State Scenic Highways or National Scenic Byways with views of the site and the types of land uses that would be developed under the Phase 2 project would be similar to those analyzed and approved in the certified Final EIR.
- h. The Phase 2 Project is required to implement Mitigation Measure GHG-1, requiring water, energy, waste diversion, construction, and transportation conservation measures.
- i. The Phase 2 Project is required to implement Mitigation Measure GHG-1, requiring waste diversion and recycling performance measures and use of renewable diesel fuel for all diesel-powered construction equipment.
- j. The Phase 2 Project is required to implement Mitigation Measure GHG-1, requiring measures that promote use of electric vehicles and alternatives to the single occupant vehicle (pedestrian and bicycle routes, bicycle parking)
- k. The Phase 2 project would be required to incorporate trees within the project design, consistent with Policy X.B of the City's Conservation Element.

5 Noise Element Consistency

1. **Background** – The City of Perris General Plan Noise Element was adopted by the Perris City Council on August 30, 2016. The Noise Element provides a description of the noise environment of the City of Perris as it exists now and for the future. The noise environment is characterized from the results of noise surveys conducted at many locations within the City using meters to measure sound intensity. Primary noise impacts to the Green Valley Specific Plan area are due to the proximity to the 215 Freeway, Perris Valley Airport, and arterial roadways.
2. **Applicable Policies** – The following policies of the City of Perris Noise Element are applicable to the Green Valley Specific Plan Amendment.
 - a. *Policy I.A – The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.*
 - b. *Policy II.A – Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.*
 - c. *Policy III.A - Mitigate existing and future noise impacts resulting from train movement.*

Green Valley Specific Plan Amendment

General Plan Consistency

- e. *Policy S-4.3 - Require new development projects and major remodels to control stormwater runoff on site.*
 - f. *Policy S-5.6 - All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.*
 - g. *Policy S-5.10 - Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.*
 - h. *Policy S-5.13 - Require that any new street providing access to a residential development meet the minimum standard of two contiguous, unobstructed, 10-foot-wide paved travel lanes.*
 - i. *Policy S-6.1 - Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.*
 - j. *Policy S-6.2 - Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.*
 - k. *Policy S-6.3 - Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.*
 - l. *Policy S-7.1 - Require all development will be required to include adequate protection from damage due to seismic incidents.*
 - m. *Policy S-7.2 - Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.*
 - n. *Policy S-8.2 - Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.*
- 3. Analysis** – The Green Valley Drainage Plan has been prepared by Albert A. Webb Associates in collaboration with RCFC. As part of the Green Valley project Line A has been lowered to its ultimate depth upstream of Ethanac Road. The City has worked with RCFC to maximize the developable area within the Specific Plan while minimizing the impact to the floodplain during this interim grading. Once the San Jacinto River is lowered to its ultimate depth, the remaining portion of Line A from the San Jacinto River to Ethanac Road can also be lowered to the ultimate depth. This will allow the remaining developable area within the Specific Plan boundaries to be elevated above the floodplain and constructed in accordance with the Specific Plan. Additionally, adequate stormwater collection and conveyance facilities will be constructed onsite to sufficiently detain, retain, and discharge stormwater consistent with a project-specific drainage plan.

The Green Valley Specific Plan Amendment Land Use Plan has been designed to meet the safety and noise requirements of the adjacent Perris Valley Airport and is consistent with the Airport Land Use Plan. The Green Valley Final Environmental Impact Report, certified on March 5, 1990, analyzed the original Specific Plan in relation to seismic issues. There are no seismic issues within the Specific Plan Amendment area. All operations will properly transport, handle, and

Green Valley Specific Plan Amendment

General Plan Consistency

dispose of hazardous materials consistent with federal, state, and local requirements. The proposed roadway improvements within the Specific Plan Area will allow quick and safe travel by emergency responders and have been designed consistent with currently adopted City standards.

- 4. Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Safety Element policies. The following findings can be made:
- a. Mitigation Measure TRANS-1 requires a traffic control and management plan for the Green Valley Specific Plan that includes adequate emergency vehicle access to all surrounding parcels and properties that is to be maintained at all times.
 - b. Mitigation for the Green Valley Specific Plan requires preparation of a water facilities master plan and sewer facilities planning measures (see Mitigation Measure 4.12.3.3 of the GVSP Final EIR on p. 4-125 in Appendix A of the Addendum). Consistent with Policy S-2.2 of the City’s Safety Element, the project would be required to provide master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.
 - c. Implementation of Mitigation Measure 4.8.3 requires transportation improvements to conform to the City of Perris’ design standards. The Phase 2 project would result in the same ingress and egress access points evaluated in the GVSP Final EIR.
 - d. As determined by the original Final EIR and subsequent EIR Addendum, the proposed Green Valley Specific Plan will not create seismic safety issues.
 - e. The ultimate flood control improvements within the Green Valley Specific Plan area will ensure all developable area will be above the floodplain and adequate stormwater storage and conveyance facilities are located onsite.
 - f. Implementation of the GVSP would add additional roadways and connections that could provide additional routes for emergency vehicles or evacuation routes to both the GVSP project site as well as the surrounding area. Implementation of Mitigation Measure 4.8.3 requires transportation improvements to conform to the City of Perris’ design standards.
 - g. The Green Valley Specific Plan Land Use Plan is consistent with the safety requirements of the Perris Valley Airport Land Use Plan.
 - h. Based on the Soils and Geology Report, the Green Valley Specific Plan Amendment adheres to conditions and mitigations identified in the Final EIR.
 - i. All operations will properly transport, handle, and dispose of hazardous materials consistent with federal, state, and local requirements.
 - j. The Applicant would complete required coordination with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on proposed Phase 2 project development within its influence areas.
 - k. The Applicant would complete required coordination with March Air Reserve Base and Perris Valley Airport on proposed Phase 2 project development within its influence

Green Valley Specific Plan Amendment

General Plan Consistency

areas.

- l.* Implementation of Mitigation Measure 4.2.3.2 (Seismic Groundshaking), Mitigation Measure 4.2.3.3 (Secondary Seismic Phenomenon), and Mitigation Measure GEO-1, would reduce the potential for damage due to a seismic event.
- m.* Petra Geosciences prepared a Geologic/Geotechnical Assessment in 2020 and an addendum letter to the 2020 Geologic/Geotechnical Assessment (Petra 2022) that covers the Phase 2 Project Area.
- n.* Mitigation measures for significant hazard and hazardous materials impacts identified in the Green Valley Specific Plan Final EIR (mitigation Measure 4.2.3.5, 4.13.3) are applicable to the Green Valley Specific Plan Amendment.

7 Open Space Element Consistency

- 1. Background** – The City of Perris General Plan Open Space Element was adopted by the Perris City Council on March 14, 2006. The Open Space Element includes an inventory of existing land reserved for the recreation needs of the City, a projection of future land requirements, and actions necessary to see that appropriately located recreational land is provided. Types of open space include open space for active uses (Parks – which are described in the Parks and Recreation Master Plan), the San Jacinto River Corridor, trails, and Multiple Species Habitat Conservation Plan (MSHCP) lands.
- 2. Applicable Policies** – The following policies of the City of Perris Open Space Element are applicable to the Green Valley Specific Plan Amendment.
 - a. Policy I.A – Develop more active recreational parks.*
 - b. Policy I.B – Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu fees contributed to, or improvements made upon active park land.*
 - c. Policy I.C – No park credit will be given for slopes, landscaped setbacks, or linear “parks” created over easement areas unless they can be used for ball fields, playgrounds, or other active recreation purposes.*
 - d. Policy I.D – Develop larger community parks of at least 15 acres in size.*
- 3. Analysis** – The Green Valley Specific Plan Amendment provides for 6.7 acres of public park and 43.0 acres of open space areas, which would include passive recreational uses such as unpaved trails, benches, and picnic areas. The Specific Plan Amendment would increase total park acreage in the Green Valley Specific Plan area to approximately 106 acres, and open space to approximately 205.2 acres.
- 4. Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Open Space Element policies. The following findings can be made:
 - a.* The Specific Plan Amendment is consistent with the applicable policies and requirement of the Open Space Element.
 - b.* The project provides more than the required acreage of parks as specified in the Park and Recreation Master Plan.

Green Valley Specific Plan Amendment

General Plan Consistency

- c. The plan provides for 6.7 acres of park and 43.0 acres of open space areas that allow for passive recreational opportunities within the community.
- d. The project is consistent to the MSHCP.
- e. The site does not have any significant biological resources impacts.

8 Parks and Recreation Master Plan Consistency

1. **Background** – The City of Perris Parks and Recreation Master Plan was prepared on August 30, 2005. The Master Plan provides City Council and staff with guidelines and strategies to use in dealing with problems and issues related to parks and recreation activities. The Green Valley Specific Plan was adopted by the Perris City Council in 1990 and provides for 51.1 acres of parks within the Specific Plan Area. The Green Valley Specific Plan Amendment proposes 6.7 acres of parks within the Specific Plan Amendment area.
2. **Applicable Policies** – The following policies of the City of Perris Parks and Recreation Master Plan are applicable to the Green Valley Specific Plan Amendment.
 - a. Policy 1 – *Require a park land ratio of five acres per 1,000 residents.*
 - b. Policy 3 – *Determine the total park land needed by the year 2015 to meet service demands.*
 - c. Policy 4 – *Develop general criteria and guidelines for locating community, neighborhood, and mini parks.*
 - d. Policy 6 – *Provide parks and recreation facilities that complement one another and are evenly distributed throughout the City.*
 - e. Policy 7 – *Establish criteria for park development.*
 - f. Policy 9 – *Establish clearly defined criteria for determining appropriate park maturity level before acceptance of a park for public use.*
 - g. Policy 10 – *Identify community/subdivision design features that are ineligible for park credit.*
 - h. Policy 13 – *Establish base-level facilities and service area radius for a typical community park.*
 - i. Policy 14 – *Establish base-level facilities and service area radius for a typical neighborhood park.*
 - j. Policy 15 – *Establish criteria for special purpose amenities.*
 - k. Policy 16 – *Actively seek land opportunities in the City to accommodate ball fields for organized youth leagues.*
 - l. Policy 21 – *Prepare conceptual master plans for each existing, Planned and future park.*
 - m. Policy 23 – *Evaluate the locational criteria in joint development of schools and parks in an effort to maximize open space and facility development opportunities.*
 - n. Policy 24 – *Review the existing joint use agreements with school districts to improve and expand the City's ability to provide more recreation programs for the community.*

Green Valley Specific Plan Amendment

General Plan Consistency

- o. Policy 42 – Improve existing and develop new recreation facilities and parks that meet the community’s needs. Look for creative and cost-effective ways to provide recreation activity space.*
- 3. Analysis** – The active park component of the plan has been designed to exceed the State standard (Quimby Act) of five (5) acres per 1,000 population and consistent with City of Perris Resolution No. 5141. Given an average population of 4.1 persons per household, the Quimby Act would require a dedication of 35.4 acres; the Green Valley Specific Plan Amendment provides for a total dedication of 6.7 acres, which would increase the total park acreage in the Green Valley Specific Plan area to approximately 106 acres. Only improved parkland is included in the above calculations. Other recreational areas, such as drainage swales are not included in the 6.7 acres of dedicated parks. Additional private parks and recreational facilities will be provided within some residential developments and will be maintained by Homeowners Associations.
- 4. Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the Parks and Recreation Master Plan. The following findings can be made:
 - a. The Green Valley Specific Plan Amendment provides more than the required amount for parks per the City’s standards.
 - b. The Specific Plan Amendment exceeds its fair share in meeting future service demands.
 - c. All the units within the Specific Plan Amendment area are within walking distance of a park or open space.

9 Trails Master Plan Consistency

- 1. Background** – The City of Perris Trails Master Plan was adopted by the Perris City Council on February 26, 2013. The Trails Master Plan is an implementing action of the City’s Circulation Element and addresses trails and bikeways for both recreational and commuter uses. The Green Valley Specific Plan was adopted by the Perris City Council in 1990. The Green Valley Specific Plan Amendment proposes an on- and off-road multi-use trail system throughout the Specific Plan area, as well as pedestrian trails and walks alongside roadways.
- 2. Applicable Policies** – The following policies of the City of Perris Trails Master Plan are applicable to the Green Valley Specific Plan Amendment.
 - a. Policy P1.1 – Consider every street in Perris and adjacent streets that connect, as a street that cyclists will use, except for excluded facilities such as freeways.
 - b. Policy P1.2 – Incorporate facilities for pedestrians and bicyclists in the design of new development.
 - c. Policy P1.3 – Promote regional connectivity for non-motorized transportation.
 - d. Policy P1.4 – Ensure that bike routing is an integral part of the street design.
- 3. Analysis** – As part of the Specific Plan Amendment, trails will be implemented throughout the Specific Plan area. The Specific Plan Amendment would provide multiple options for regional pedestrian and bicycle connections within the Green Valley Specific Plan that align with

Green Valley Specific Plan Amendment

General Plan Consistency

allowable uses under the MSHCP and plan area connectivity to proposed regional trailheads identified in the 2013 Perris Trails Master Plan. Specifically, pedestrian and bicycle circulation within the plan area would allow for connection to a future trailhead proposed just west of Goetz Road and a future trailhead proposed north of the Case Road/Murrieta Road intersection, consistent with future trailheads identified in the Perris Trails Master Plan. Proposed sidewalks and trails within the Specific Plan Amendment area would provide seamless connection with approved pedestrian circulation paths in the northern half of the Green Valley Specific Plan and would complete connectivity of the plan area with adjacent regional trail opportunities identified in the Perris Master Trails Plan.

4. **Findings** – As described in the Analysis section, the Green Valley Specific Plan Amendment is consistent with the applicable Trails Master Plan policies. The following findings can be made:
 - a. The Green Valley Specific Plan Amendment provides regional connectivity along arterial roadways Case Road and Murrieta Road.
 - b. The Plan provides non-vehicular access to commercial, school, and recreation areas, reducing the need for vehicular trips, and providing for healthier lifestyles.

10 Healthy Community Element Consistency

Background – The City of Perris Healthy Community Element was adopted by the Perris City Council on June 9, 2015. The Healthy Community Element provides a framework to implement the General Plan’s vision for a healthier sustainable Perris. The element addresses areas where public health and planning intersect, including transportation, active living, access to nutritious food, access to health care, mental health, and environmental health.

Applicable Policies – The following policies of the City of Perris Healthy Community Element are applicable to the Green Valley Specific Plan Amendment.

- c. *Policy HC 1.3 - Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*
- d. *Policy HC 6.3 - Promote measures that will be effective in reducing emissions during construction activities.*

Analysis –The Green Valley Specific Plan Amendment provides for approximately 43 acres of open space areas (PAs 6b, 22a, and 57a) that would allow for detention basins and passive recreational uses such as unpaved trails, benches, and picnic areas that would be maintained by the applicable Homeowner Association. Construction measures identified for the GVSP Amendment that would reduce emissions during construction activities include fugitive dust and mobile source measures identified in the GVSP Final EIR and Mitigation Measure AQ-1 through AQ-4.

Findings – The Green Valley Specific Plan Amendment is consistent with the applicable Healthy Community Element policies. The following findings can be made:

- e. Mitigation Measure 4.11.3 was adopted with the certified GVSP Final EIR and would be applicable to the GVSP Amendment to ensure adequate lighting and proposed open space areas would be maintained by the applicable Homeowner Association.

Green Valley Specific Plan Amendment

General Plan Consistency

- f. Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 would reduce construction NOx and PM_{2.5} emissions and other criteria air pollutants associated with the GVSP Amendment.

11 Environmental Justice Element Consistency

Background – The City of Perris Environmental Justice Element was approved by the Perris City Council on January 25, 2022. The Environmental Justice Element provides a framework to reduce environmental justice impacts, including actions to prevent incompatible land uses, requiring buffers from major roadways, and improving access to safe and affordable housing.

Applicable Policies – The following policies of the City of Perris Environmental Justice Element are applicable to the Green Valley Specific Plan Amendment.

- a. Goal 3.1 - *A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.*
 - Applicable Goal 3.1 Policies:
 - *Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.*
 - *Continue to ensure developers provide plantings of native, non-invasive, drought tolerant landscaping and trees for new affordable housing development.*
 - *Support identification, clean-up and remediation of local toxic sites through the development review process.*
- b. Goal 5.1 - *Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.*
 - Applicable 5.1 Policy:
 - *Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.*

Analysis – As part of the Specific Plan Amendment, suggested methods of achieving water conservation goals for the project, including use of water saving devices, landscape design and techniques, and use of reclaimed water potential is addressed. Noise impacts would be addressed through use of noise barriers and minimum setback requirements near noise-sensitive land uses. The GVSP site is not located on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, there would not be any new or additional risks related to hazardous materials with implementation of the GVSP Amendment that were not already anticipated under the Final EIR, and the same mitigation measures for significant hazard and hazardous materials impacts would be required for the Phase 2 project. In addition, the project would construct trails adjacent to sidewalks along Green Valley Loop Road, 9-foot-wide sidewalks on both sides of Murrieta Road, and trails that would loop around the eastern and

Green Valley Specific Plan Amendment

General Plan Consistency

northeastern boundary of the Phase 2 Project Area and through a park.

Findings – The Green Valley Specific Plan Amendment is consistent with the applicable Environmental Justice Element policies. The following findings can be made:

- a. With implementation of proposed mitigation measures, the Green Valley Specific Plan Amendment meets or exceeds required state and local noise criteria and would include methods of achieving water conservation goals for the project, including use of water saving devices, landscape design and techniques, and potential use of reclaimed water. The GVSP site is not located on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, and there would not be any new or additional risks related to hazardous materials with implementation of the GVSP Amendment that were not already anticipated under the Final EIR.
- b. The Green Valley Specific Plan Amendment would result in construction of trails adjacent to sidewalks along Green Valley Loop Road, 9-foot-wide sidewalks on both sides of Murrieta Road, and trails that would loop around the eastern and northeastern boundary of the Phase 2 Project Area and through a park.