

Chapter 5 Alternatives

Section 15126.6 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) requires that an Environmental Impact Report (EIR) describe a reasonable range of alternatives to the proposed project that could feasibly attain most of the project objectives while avoiding or considerably reducing any of the significant impacts of the proposed project. In addition, a “No Project” Alternative must be analyzed in the document. The California Environmental Quality Act (CEQA) also requires that an environmentally superior alternative be identified from among the alternatives. The environmentally superior alternative is the alternative with the fewest or least severe adverse environmental impacts. When the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines, Section 15126.6(e)(2)).

The CEQA Guidelines emphasize a common sense approach. The alternatives shall be reasonable, “foster informed decision making and public participation,” and focus on alternatives that avoid or substantially lessen the significant impacts (CEQA Guidelines Section 15126.6(a)). CEQA does not require that an EIR present the alternatives analysis in the same level of detail as the assessment of the proposed project and does not require that every conceivable alternative to a project be considered.

To develop a reasonable range of alternatives to the project, the (lead agency) considered:

- Project objectives
- Significant impacts of the proposed project
- Alternatives suggested during the scoping process
- Other alternatives considered

Through this process, the City of Perris identified five possible alternatives. Of these, two were dismissed from further consideration because they did not meet most project objectives or were not considered even potentially feasible, and three were identified as project alternatives to be evaluated, in addition to the No Project/No Development Alternative required by CEQA.

This chapter includes a description of how the project alternatives were developed, an evaluation of the alternatives in comparison to the Proposed Project, and identification of the environmentally superior alternative.

5.1 Significant and Unavoidable Impacts

Pursuant to CEQA Guidelines Section 15126.6(b), alternatives to the Proposed Project include those that avoid or substantially lessen any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be

more costly. Based on the analysis contained in Chapter 4, Environmental Analysis, the Proposed Project would not result in any significant and unavoidable adverse impacts.

5.2 Project Objectives

The process of identifying potential alternatives involves consideration of the objectives for the Proposed Project, which are described in Section 2.2, Project Objectives, in Chapter 2, Project Description, and restated below:

1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.
2. Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.
4. Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.
5. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.
6. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
7. Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.

5.3 Alternatives Considered But Rejected

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The four alternatives listed below were considered but rejected during the scoping/planning process based on one or more of the listed criteria: i) failure to meet most of the basic project objectives, ii) infeasibility, or iii) inability to avoid significant environmental impacts. (CEQA Guidelines Section 15126.6(c)).

The following section describes alternatives or alternative concepts that were given consideration by the lead agency but rejected from further analysis in the EIR.

5.3.1 Site Excavation Alternative

Similar to the Proposed Project, this Alternative would also include two industrial warehouse/distribution buildings (Building 1 would be 795,109 square feet and Building 2 would be 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on

Site 2. However, to lower the building heights, Site 1 would be excavated to a depth of 20 feet below existing grade. This would lower the building heights from 50 feet above existing grade, to 30 feet above existing grade. Site 1 is located in an existing 100-year floodplain; therefore, drainage issues and potential flooding would be exacerbated under this alternative. FEMA requires that the building be located outside of the floodplain, as a result, the site would need to be raised one foot in order to meet this requirement. Excavating lower would not meet the Project Objectives as it would prevent a letter of map revision (LOMR) to be obtained by FEMA. Other considerations related to this Alternative include:

- The site is currently an import condition needing $\pm 80,500$ cubic yards, which equates to less than 1 foot over the entire Project Site. If the building (795,109 square feet) was to be lowered 20 feet, the Proposed Project would be flipped to an export site, exporting a substantial amount of dirt. The building as currently proposed raises the finished floor up from the existing ground by 0.8 foot-5.5 feet. Lowering the building would produce somewhere in the range of 500,000 cubic yards of export, resulting in additional haul truck trips during construction and additional air quality impacts.
- The Project Site is located within the FEMA identified flood zone AE and therefore in order to construct a building the proposed grading concept would need to elevate the building pad elevation above the identified flood elevation. The surrounding area associated with the development must also be raised accordingly. The proposed design elevates the building finished floor, and therefore the top of building, above the flood elevation as well as the area surrounding the building. The area around the building is raised vertically so as to not allow storm water to pond any more than 18 inches within the truck docks/parking/drive-aisles and does not allow flood waters to pond within the auto parking areas or the emergency drive aisles.
- Lowering the building would bring the construction closer to the groundwater table, which was considered to be present at a depth of 23.5 to 30 feet per the Proposed Project's geotechnical investigation. Proximity to the groundwater table introduces concerns for footing construction and utility trenches. Soil stability would also likely need to be re-evaluated for a lower building construction.
- Lowering the site would exacerbate the retaining wall, sewer pump station, and storm water pump station conditions at the boundary edge conditions.

This alternative was rejected from further consideration because of the increased impacts to air quality and hydrology, and flood plain issues as compared to the Proposed Project.

5.3.2 Preliminary Review 21-05008 Site Plan Alternative

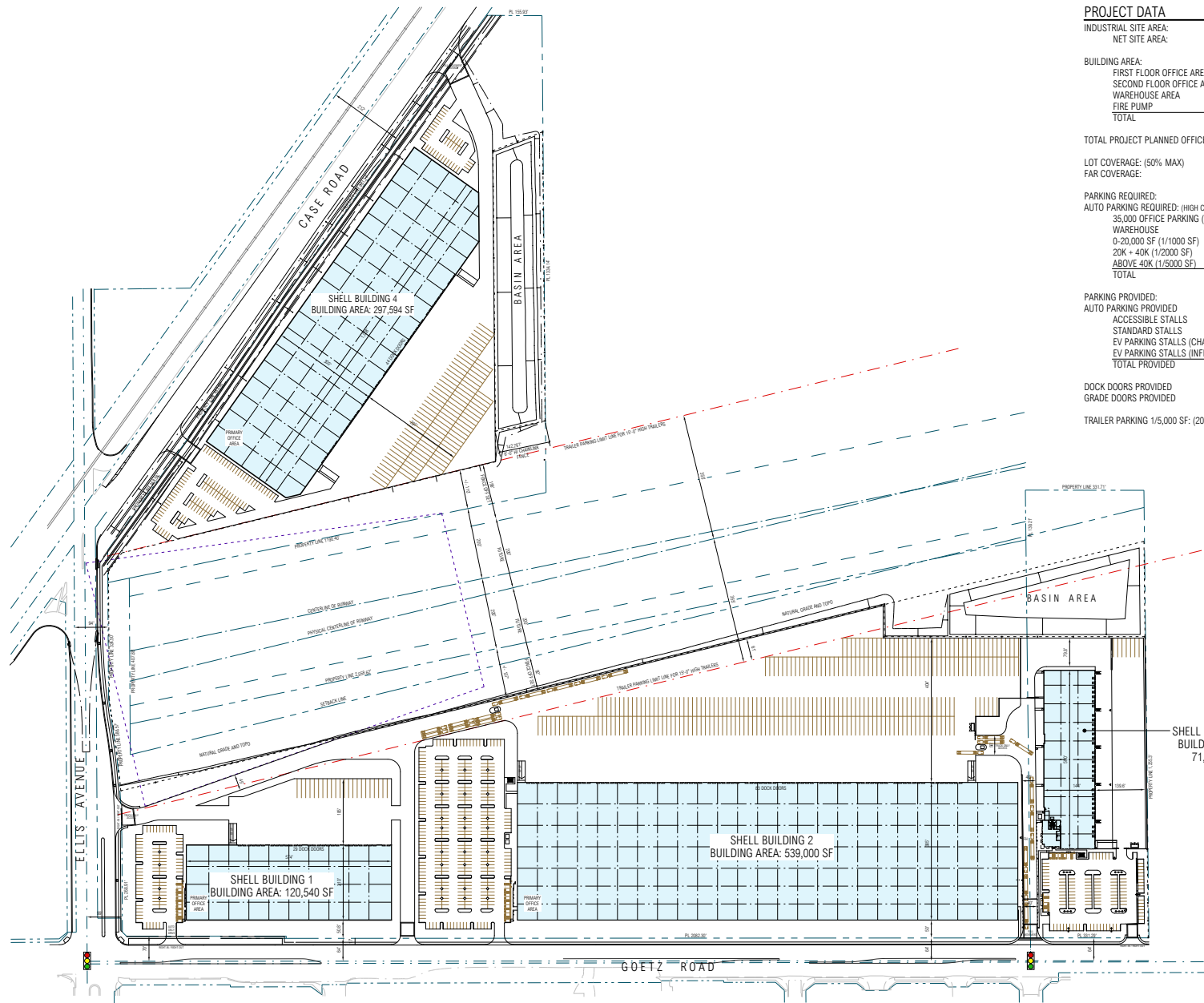
The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of Light Industrial and is zoned Light Industrial. The maximum floor area ratio (FAR) allowed in the Light Industrial designation is 50 percent or approximately 1.9 million square feet of industrial space for the 87.69-acre site. Under the Preliminary Review 21-05008 Alternative, a 28 percent FAR was assumed for a total of approximately 1.05 million square feet of industrial space within three buildings on Site 1 and one building on Site 2. A total of 187 dock doors and 6 grade doors would be provided. This alternative also provides 650 spaces for trailer parking. The site plan for this Alternative is shown on Figure 5-1. The Preliminary Review 21-05008 Alternative represented the original project proposal for the Project Site that was submitted to the City of Perris in 2021. The Preliminary Review 21-05008 Alternative contemplated development of just over fifty percent (50%) of the total allowable FAR and buildout of the Project Site permitted under the applicable Light Industrial zoning and General Plan 2030 designations. Following application submittal, and based on discussions with Perris Valley Airport representatives regarding concerns related to airport safety and skydiving operations, the site plan was revised and building square footage was reduced significantly to reflect the Proposed Project which is now under consideration by the City of Perris. More specifically, with the Proposed Project there would be a reduction of 161,979 square feet of building space, 195 less parking stalls, 69 less trailer parking spaces, 41 less dock doors, and 3 less grade doors when compared to this alternative. While the Preliminary Review 21-05008 Alternative met the basic objectives of the Proposed Project, it did not reduce any of the significant environmental impacts of the Proposed Project. Therefore, this alternative was rejected from further consideration.

5.4 Analysis of Project Alternatives Selected for Evaluation

The following alternatives are analyzed in this chapter:

- **Alternative 1:** No Project/No Development Alternative
- **Alternative 2:** Single Building Site Plan Alternative
- **Alternative 3:** Reduced Intensity Alternative

These alternatives were determined to adequately represent the range of feasible alternatives required under CEQA for the Proposed Project. The No Project Alternative is included, as required by CEQA Guidelines Section 15126.6(e), even though it would not meet the basic project objectives.



PROJECT DATA	
INDUSTRIAL SITE AREA:	
NET SITE AREA:	3,602,738 SF / 82.70 AC
BUILDING AREA:	
FIRST FLOOR OFFICE AREA	20,000 SF
SECOND FLOOR OFFICE AREA	15,000 SF
WAREHOUSE AREA	944,049 SF
FIRE PUMP	0 SF
TOTAL	1,029,049 SF
TOTAL PROJECT PLANNED OFFICE AREA	35,000 SF
LOT COVERAGE: (50% MAX)	28.14 %
FAR COVERAGE:	28.56 %
PARKING REQUIRED:	
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
35,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	80 STALLS
20K + 40K (1/2000 SF)	40 STALLS
ABOVE 40K (1/5000 SF)	173 STALLS
TOTAL	293 STALLS
PARKING PROVIDED:	
AUTO PARKING PROVIDED	
ACCESSIBLE STALLS	16 STALLS
STANDARD STALLS	541 STALLS
EV PARKING STALLS (CHARGERS)	29 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	87 STALLS
TOTAL PROVIDED	673 STALLS
DOCK DOORS PROVIDED	
GRADE DOORS PROVIDED	187 DOORS
6 DOORS	6 DOORS
TRAILER PARKING 1/5,000 SF: (206 REQUIRED)	
	650 TRAILERS

Source: RGA Office of Architectural Design 2024; CH Realty Partners, LLC. 2024.



Figure 5-1

Preliminary Review 21-05008 Site Plan Alternative

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5.4.1 Alternative 1: No Project/No Development Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the CEQA Guidelines describes the two general types of no project alternative: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. The Proposed Project is consistent with the City of Perris General Plan land use designation for the site (i.e., Light Industrial) and is zoned Light Industrial. For this reason, this EIR assumes the No Project/No Development Alternative would result in no new development or other improvements within the Project Site. Therefore, under the No Project/No Development Alternative, the proposed development of two industrial warehouse/distribution buildings (Building 1 = 795,109 square feet and Building 2 = 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2, and associated parking, infrastructure, and landscaping would not occur. The Project Site would remain in its current condition and would remain vacant.

5.4.1.1 Impact Analysis

Aesthetics

The No Project/No Development Alternative does not involve any development or change in the current condition of the Project Site. There would be no change to the visual quality or character of the Project Site or surrounding areas. Aesthetic changes associated with development of the Project Site would not occur with this alternative. Accordingly, although the Proposed Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

Air Quality

The No Project/No Development Alternative would not involve any construction activities at the Project Site. Therefore, the construction-related air quality emissions resulting from the Proposed Project would not occur. Because there would be no development within the Project Site, construction-related and operational activities, and new traffic generated by the Proposed Project would not occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Proposed Project. As such, no impacts associated with air quality would occur under this alternative.

Biological Resources

The No Project/No Development Alternative would leave the Project Site in its existing condition. While this alternative would avoid permanent impacts to biological resources, including potential impacts to nesting birds and burrowing owls during construction, the Proposed Project's impacts would be less than significant with incorporation of mitigation measures. Accordingly, although the Proposed Project would result in less than significant biological resources impacts after implementation of mitigation measures, the No Project/No Development Alternative would eliminate the Proposed Project's potential impacts to biological resources and no mitigation would be required.

Cultural Resources

There are no historic or known archeological resources in the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No Project/No Development Alternative or the Proposed Project. The No Project/No Development Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously unidentified archaeological resources is eliminated. With incorporation of mitigation measures, Project impacts to archaeological resources are less than significant. This alternative would avoid the less than significant impacts to cultural resources resulting from implementation of the Proposed Project.

Energy

The No Project/No Development Alternative would not involve any construction activities or new development in the Project Site. In the absence of construction activities and operation of the proposed uses, this alternative would require no demand for near-term or long-term energy or fuel use on the site. This alternative would avoid the Proposed Project's near- and long-term energy use and would avoid the Proposed Project's less than significant impacts.

Geology and Soils

The No Project/No Development Alternative would leave the property in its existing condition. The No Project/No Development Alternative would not result in the construction of any new structures at the Project Site; accordingly, there would be no potential for this alternative to expose people or structures to safety risks associated with geologic hazards or result in significant adverse impacts to paleontological resources. This alternative would reduce the Proposed Project's less than significant impacts related to geology and soils.

Greenhouse Gas Emissions

The No Project/No Development Alternative would not involve any construction activities or new development at the Project Site. In the absence of construction activities and operation of the

proposed uses (including traffic generation), this alternative would not generate greenhouse gas (GHG) emissions. Although impacts were determined to be less than significant, the No Project/No Development Alternative would eliminate impacts related to GHG emissions that would be generated by the Proposed Project.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no new hazards would be introduced to the Project Site. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Proposed Project. Additionally, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. Ultimately, the Wind Tunnel Velocity Measurement Report determined that implementation of the Proposed Project would not impact the use of the Airport and would result in a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions.. Additionally, the City of Perris referred the Proposed Project to ALUC for its review, in ALUC's advisory capacity. On April 10, 2025, ALUC issued a determination of consistency with the 2011 Perris Valley Airport Land Use Compatibility Plan (ALUCP) and the 2014 March Air Reserve Base/Inland Port Airport (March ARB/IPA) ALUCP. Therefore, the Proposed Project would not result in a significant impact related to aviation hazards

Hydrology and Water Quality

Under the No Project/No Development Alternative, existing hydrology patterns and characteristics of the Project Site and water quality conditions would remain unchanged. The Proposed Project would result in an increase in impervious surfaces, which would increase the amount of storm water runoff from the Project Site and potentially increase the amount of pollutants entering the storm water. Each of these impacts—which would be less than significant for the Proposed Project through compliance with existing regulatory requirements—would be avoided under the No Project/No Development Alternative. Water quality impacts, including erosion and sedimentation, would be greater under this alternative because the site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed as part of the Proposed Project. Accordingly, this alternative would result in greater impacts associated with hydrology and water quality when compared to the Proposed Project.

Land Use and Planning

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions in the Project Site. This alternative would not result in any direct or indirect physical land use impacts. The Project Site has a City of Perris Comprehensive General Plan 2030 land use designation of Light Industrial and is zoned Light Industrial. Therefore, the No Project/No

Development Alternative would not implement the City’s general plan and zoning designations for the Project Site. Similarly, this alternative would not be consistent with goals and policies of the Land Use Element of the General Plan related to commerce and industry to provide jobs for residents at all economic levels. However, since no development would occur on the Project Site, no impacts related to land use are associated with this alternative.

The No Project/No Development Alternative would not involve any development and would not conflict with regional planning programs addressing operations at Perris Valley Airport, nor would it conflict with Connect SoCal. Development of the Proposed Project would also not conflict with these regional planning programs.

The No Project/No Development Alternative would not involve any development and would not conflict with the Perris Valley ALUCP. Referral to ALUC in the case of the Proposed Project is considered voluntary and optional. However, the City did refer the Proposed Project to ALUC for its review, in ALUC’s advisory capacity. Ultimately, the Development of the Proposed Project was found to be consistent with the Perris Valley ALUCP.

Noise

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under this alternative. However, the construction-related noise impacts from the Proposed Project would be less than significant. Additionally, the increase in long-term, traffic-related, and operational noise levels associated with the Proposed Project would not occur. Therefore, this alternative would result in no impact related to noise.

Recreation

As with the Proposed Project, recreational facilities would not be directly impacted under this alternative. Since the Proposed Project consists of industrial uses only, direct impacts to recreational facilities would be negligible. Additionally, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. Under this alternative, impacts to recreation would be environmentally similar to the Proposed Project. Recreation is not a significant and unavoidable impact of the Proposed Project.

Transportation

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur in the Project Site and because circulation improvements proposed with the Proposed Project would not be implemented (including roadway and sidewalk improvements). No long-term (operational) vehicular trips would be generated under

the No Project/No Development Alternative. The Proposed Project would have less than significant impacts related to consistency with plans and programs addressing circulation, VMT, potential hazards, and emergency access. However, since no development would occur under this alternative, no impacts to transportation would occur.

Tribal Cultural Resources

The No Project/No Development Alternative would leave the property in its existing condition. No grading would occur under this alternative and there would be no potential impacts to tribal cultural resources that may be buried beneath the ground surface. This alternative would avoid all new disturbances and would avoid the potential for Proposed Project construction activities to damage buried tribal cultural resources, although Proposed Project impacts are also less than significant with implementation of the identified mitigation measures.

Utilities and Service Systems

The No Project/No Development Alternative would not place any new demands on local and regional utilities and service systems because no new development would occur. Under this alternative, no new utilities would be constructed and no physical impacts would result. Although the Proposed Project would have less than significant impacts to utilities and services systems, including impacts related to solid waste management, implementation of this alternative would result in no impacts associated with utilities and service systems.

5.4.1.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Proposed Project for the following environmental topics would be avoided: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, land use and planning, recreation, transportation, tribal cultural resources, and utilities and service systems. However, as discussed below, this alternative would not attain any of the Project Objectives established for the Proposed Project. Additionally, under the No Project/No Development Alternative a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions would not occur when compared to the Proposed Project.

5.4.1.3 Ability to Meet Project Objectives

The No Project/No Development Alternative would not involve any development at the Project Site. This alternative would not attain any of the Project Objectives identified above in Section 5.2, including implementation of the City's General Plan goals and policies relevant to the Project Site and planned industrial development.

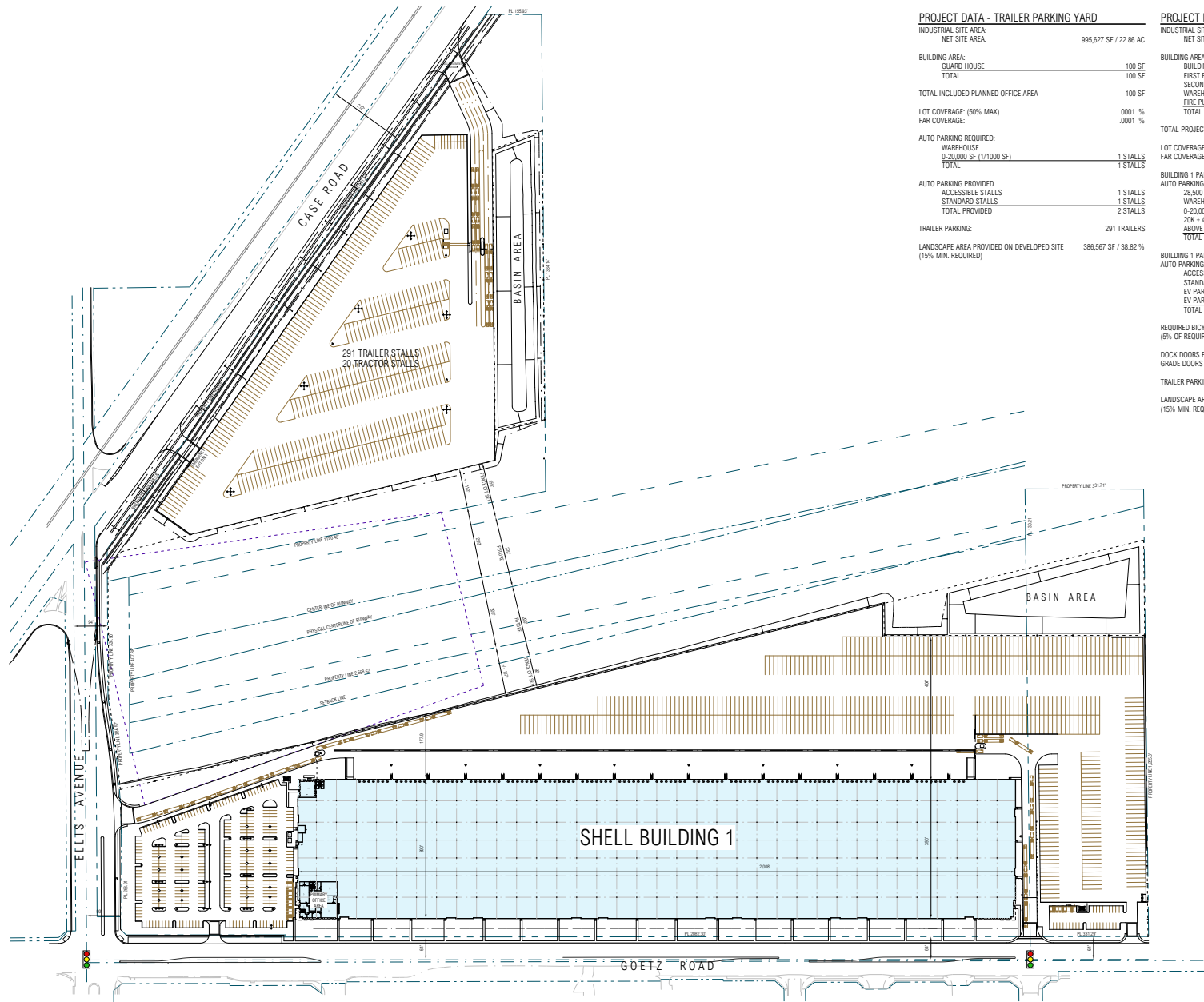
5.4.2 Alternative 2: Single Building Site Plan Alternative

The purpose of the Single Building Site Plan Alternative is to address concerns raised by members of the public at the November 1, 2023, Draft EIR Scoping Meeting, including comments submitted by the owners and representatives of Perris Valley Airport. Under this alternative, the Project Site would be developed with one industrial building with a total square footage of 795,109 square feet. This alternative eliminates Building 2, which comprises 71,961 square feet of building space. Site 2 would remain the same under this alternative with the proposed trailer storage lot and the 100-square-foot guard shack. This alternative provides 517 spaces for trailer parking on Site 1, in lieu of the 71,961 square foot building. When compared to the Proposed Project, this alternative would result in a 71,961 square feet reduction of building space, 133 less parking stalls, 227 more trailer parking spaces, and one less grade door. A site plan for the Single Building Site Plan Alternative is shown on Figure 5-2. During the Draft EIR scoping process for the Proposed Project, several comments were made asserting that the Proposed Project would affect wind patterns at Perris Valley Airport and that a smaller building footprint could reduce potential impacts. Consequently, this alternative was analyzed as part of the wind study prepared for the Proposed Project to see what effect, if any, a smaller building footprint would have on wind patterns at Perris Valley Airport as compared to wind conditions resulting from construction of the Proposed Project. As discussed further below, this alternative did not result in any measurable change to wind patterns at Perris Valley Airport.

5.4.2.1 Impact Analysis

Aesthetics

Similar to the Proposed Project, development of the Single Building Site Plan Alternative would alter the existing visual condition of the Project Site through the introduction of development on a previously vacant, undeveloped site. Although the building footprint would be slightly smaller, it is expected that the overall visual appearance under this alternative would be similar to the Proposed Project and would not represent a significant impact. As with the Proposed Project, the development associated with the Single Building Site Plan Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory. With incorporation of the mitigation measure for construction lighting, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to aesthetics.



PROJECT DATA - TRAILER PARKING YARD

INDUSTRIAL SITE AREA:	
NET SITE AREA:	995,627 SF / 22.86 AC
BUILDING AREA:	
GUARD HOUSE	100 SF
TOTAL	100 SF
TOTAL INCLUDED PLANNED OFFICE AREA	
	100 SF
LOT COVERAGE: (50% MAX)	.0001 %
FAR COVERAGE:	.0001 %
AUTO PARKING REQUIRED:	
WAREHOUSE	1 STALLS
0-20,000 SF (1/1000 SF)	1 STALLS
TOTAL	1 STALLS
AUTO PARKING PROVIDED:	
ACCESSIBLE STALLS	1 STALLS
STANDARD STALLS	1 STALLS
TOTAL PROVIDED	2 STALLS
TRAILER PARKING:	
	291 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	
(15% MIN. REQUIRED)	386,567 SF / 38.82 %

PROJECT DATA - BUILDING 1 AND 2

INDUSTRIAL SITE AREA:	
NET SITE AREA:	2,807,111 SF / 59.95 AC
BUILDING AREA:	
BUILDING 1	18,500 SF
FIRST FLOOR OFFICE AREA	10,000 SF
SECOND FLOOR OFFICE AREA	786,408 SF
WAREHOUSE AREA	200 SF
FIRE PUMP	200 SF
TOTAL	795,108 SF
TOTAL PROJECT PLANNED OFFICE AREA	
	35,000 SF
LOT COVERAGE: (50% MAX)	
	32.82 %
FAR COVERAGE:	
	33.20 %
BUILDING 1 PARKING REQUIRED:	
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
28,500 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	20 STALLS
0-20,000 SF (1/1000 SF)	10 STALLS
20K + 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	151 STALLS
TOTAL	181 STALLS
BUILDING 1 PARKING PROVIDED:	
AUTO PARKING PROVIDED:	
ACCESSIBLE STALLS	8 STALLS
STANDARD STALLS	264 STALLS
EV PARKING STALLS (CHARGERS)	18 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	53 STALLS
TOTAL PROVIDED	343 STALLS
REQUIRED BICYCLE PARKING - BUILDING 1	
(5% OF REQUIRED AUTO PARKING)	20 BIKE LOCATIONS
DOCK DOORS PROVIDED	
	115 DOORS
GRADE DOORS PROVIDED	
	2 DOORS
TRAILER PARKING 1/5,000 SF: (159 REQUIRED)	
	517 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	
(15% MIN. REQUIRED)	652,666 SF / 25.03 %

Source: RGA Office of Architectural Design 2024; CH Realty Partners, LLC. 2024.



Figure 5-2

Alternative 2: Single Building Site Plan Alternative

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Air Quality

As with the Proposed Project, development of the Single Building Site Plan Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be slightly lower than that for the Proposed Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be slightly reduced. As with the Proposed Project, the Single Building Site Plan Alternative would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Single Building Site Plan Alternative would have the same construction impact area as the Proposed Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Proposed Project.

Because the building operations with the Proposed Project would be reduced with the Single Building Site Plan Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be similar, though slightly reduced, as compared to the Proposed Project due to the elimination of Building 2 (71,961 square feet). Operational emissions would be reduced by approximately 8 percent consistent with the reduction in building size and trip generation (which is calculated based on building size). As with the Proposed Project, operational regional emissions generated with the Single Building Site Plan Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be similar, though slightly reduced, operational emissions and associated impacts under this alternative would be less than significant, similar to the Proposed Project.

Biological Resources

The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds, and burrowing owls) as with the Proposed Project. With incorporation of the mitigation measures, potential impacts to biological resources would be less than significant with both the Single Building Site Plan Alternative and the Proposed Project.

Cultural Resources

There are no historic or known archeological resources within the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Single Building Site Plan Alternative or the Proposed Project. The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Therefore,

this Alternative would result in the same potential impacts to unknown archaeological resources as the Proposed Project. With incorporation of the applicable mitigation measures, the Single Building Site Plan Alternative would have similar impacts as the Proposed Project related to cultural resources.

Energy

Implementation of the Single Building Site Plan Alternative would result in slightly lower energy demand during construction compared to the Proposed Project because of the overall reduction in building size. The Single Building Site Plan Alternative would involve development of one industrial building totaling 795,109 square feet, which is 71,961 square feet less than the Proposed Project. This alternative would result in slightly reduced energy demand during operational activities. Therefore, the Single Building Site Plan Alternative would have slightly reduced energy impacts than the Proposed Project. However, overall the Single Building Site Plan Alternative would have similar impacts as compared to the Proposed Project related to energy, since the decrease would be negligible.

Geology and Soils

The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Proposed Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Proposed Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Proposed Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Single Building Site Plan Alternative and the Proposed Project.

Greenhouse Gas Emissions

Implementation of the Single Building Site Plan Alternative would result in lower energy demand during construction as compared to the Proposed Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions with mitigation (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 9,153 MT CO₂e/yr (compared to 9,949 MT CO₂e/yr with the Proposed Project). Therefore, the Single Building Site Plan Alternative would have slightly lower GHG emission impacts than the Proposed Project. As with

the Proposed Project, the GHG emissions under this alternative would be below the 10,000 MT CO₂e/yr threshold of significance and be considered less than significant.

Hazards and Hazardous Materials

Neither implementation of the Single Building Site Plan Alternative nor the Proposed Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project Site, the Single Building Site Plan Alternative and the Proposed Project would have no impact associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the Single Building Site Plan Alternative would have a similar potential to handle and store hazardous materials as the Proposed Project, and similar impacts related to hazards associated with the Perris Valley Airport, and emergency response/evacuation. A wind study was performed which concluded that the Single Building Site Plan Alternative had no measurable effect on wind patterns, similar to the Proposed Project. The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Perris Valley Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Single Building Site Plan Alternative in place, similar to the Proposed Project. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Single Building Site Plan Alternative in place is less than existing conditions observed at the southern end of the runway, similar to the Proposed Project. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Single Building Site Plan Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project.

With incorporation of mitigation measures and mandatory regulatory compliance, both the Single Building Site Plan Alternative and the Proposed Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

Hydrology and Water Quality

The Single Building Site Plan Alternative would involve development of the same area that would occur with implementation of the Proposed Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Proposed Project. Similar to the

Proposed Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Proposed Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Proposed Project, with the incorporation of applicable regulatory requirements, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to hydrology and flooding.

As with the Proposed Project, the Single Building Site Plan Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Proposed Project, the Single Building Site Plan Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Proposed Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Proposed Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With adherence to applicable regulatory requirements, the Single Building Site Plan Alternative would have similar, less than significant impacts, as compared to the Proposed Project related to water quality during construction and operation.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project Site is Light Industrial. As with the Proposed Project, the Single Building Site Plan Alternative would result in the development of an industrial project. Under this alternative, the Project Site would be developed in compliance with the relevant Standards and Guidelines outlined in the City's general plan and zoning code and would not result in significant land use impacts, as with the Proposed Project. The development of a 795,109-square-foot industrial building at the Project Site would be consistent with the relevant goals and policies of the City of Perris General Plan. The Single Building Site Plan Alternative would have similar, less than significant, impacts as the Proposed Project related to land use and planning.

The Single Building Site Plan Alternative would not conflict with regional planning programs addressing operations at Perris Valley Airport, nor would it conflict with Connect SoCal or the

Perris Valley ALUCP. Development of the Proposed Project would also not conflict with these regional planning programs.

Noise

Because construction activities would be similar, implementation of the Single Building Site Plan Alternative would result in similar noise impacts during construction as the Proposed Project. Construction noise impacts would be less than significant, similar to the Proposed Project.

The Single Building Site Plan Alternative would generate slightly fewer Project-generated trips than the Proposed Project (approximately 2,512 daily trips compared to 2,730 daily trips with the Proposed Project). The volume of trucks on the designated truck routes, including Case Road and Goetz Road, would be slightly lower than the Proposed Project, thereby slightly reducing off-site noise levels from trucks, but in an amount less than 3 dB which is generally considered noticeable to the human ear. As with the Proposed Project, off-site traffic noise impacts would be less than significant with the Single Building Site Plan Alternative, but not noticeably different compared to the Proposed Project.

The Single Building Site Plan Alternative would slightly reduce the truck activity at the building loading docks compared to what would occur with the Proposed Project, thereby slightly reducing operational noise potentially impacting nearby sensitive noise receivers. However, this alternative would have similar noise impacts when compared to the Proposed Project, which were found to be less than significant.

As with the Proposed Project, the Single Building Site Plan Alternative would require mitigation to address noise levels from Perris Valley Airport operations resulting in a less than significant impact.

Recreation

As with the Proposed Project, recreational facilities would not be directly impacted under this alternative. Since the Proposed Project consists of industrial uses only, direct impacts to recreational facilities would be negligible. Additionally, as indicated above, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. The Wind Tunnel Velocity Measurement Report ultimately confirmed that wind conditions over the runway and parachute landing zones with the Single Building Site Plan Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project.

Under this alternative, impacts to recreation would be environmentally similar to the Proposed Project. Recreation is not a significant and unavoidable impact of the Proposed Project.

Transportation

As with the Proposed Project, this alternative would incorporate applicable City standards related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Proposed Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Single Building Site Plan Alternative and the Proposed Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Proposed Project, these potential impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the Single Building Site Plan Alternative and would decrease by approximately 30 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Proposed Project since it is based on Project generated VMT divided by number of employees. As a result, the Single Building Site Plan Alternative would generate a similar VMT per capita, though below the City's threshold with incorporation of the TDM mitigation measure. However, with regards to trip generation, the Single Building Site Plan Alternative would result in slightly fewer vehicle and truck trips compared to the Proposed Project (approximately 2,512 daily trips compared to 2,730 daily trips with the Proposed Project).

Tribal Cultural Resources

The Single Building Site Plan Alternative would involve the same construction impact area as the Proposed Project. Although there are no known tribal cultural resources within the Project Site, this alternative would result in the same potential impacts to tribal cultural resources within the Project Site as the Proposed Project, should they be present. With incorporation of mitigation measures, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to tribal cultural resources.

Utilities and Service Systems

As with the Proposed Project, the Single Building Site Plan Alternative would increase the water demand, wastewater generation, and electric demand at the Project Site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Single Building Site Plan Alternative would involve development of the same area that would occur with implementation of the Proposed Project and would generate a similar amount of storm water runoff. Although the total building size would be reduced, the overall utility infrastructure needed to serve the Single Building Site Plan Alternative would be the same as the Proposed Project and would be located within the same construction impact area. Therefore, as

with the Proposed Project, the Single Building Site Plan Alternative would have similar, less than significant impacts as the Proposed Project related to the installation of utility infrastructure.

Due to the slightly decreased building size, the Single Building Site Plan Alternative would have similar, though slightly reduced, water demand and wastewater generation as compared to the Proposed Project. Therefore, the Eastern Municipal Water District (EMWD) would have sufficient water to serve the Single Building Site Plan Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated. The Single Building Site Plan Alternative and Proposed Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Proposed Project, construction and operation of industrial uses under the Single Building Site Plan Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Single Building Site Plan Alternative and Proposed Project would have less than significant impacts related to solid waste.

5.4.2.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the slight reduction in building size with the Single Building Site Plan Alternative, there would be a related small reduction in average daily trip generation, including truck trips. For all other topical areas, similar or slightly reduced impact levels would occur with the Single Building Site Plan Alternative as compared to the Proposed Project.

5.4.2.3 Ability to Meet Project Objectives

1. **Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.** The Single Building Site Plan Alternative would attain this objective.
2. **Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.** The Single Building Site Plan Alternative would attain this objective.
3. **Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.** The Single Building Site Plan Alternative would attain this objective.
4. **Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.** The Single Building Site Plan Alternative would attain this objective.
5. **Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.** The Single Building Site Plan Alternative would attain this objective.

6. **Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.** The Single Building Site Plan Alternative would attain this objective.
7. **Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.** The Single Building Site Plan Alternative would attain this objective.

5.4.3 Alternative 3: Reduced Intensity Alternative

The purpose of the Reduced Intensity Alternative is to reduce the impacts of the Proposed Project related to GHG emissions and VMT impacts, which are primarily associated with vehicular trips. These impacts were found to be less than significant with mitigation. Under this alternative, the Project Site would be developed with one smaller industrial building with a total square footage of 605,102 square feet. This alternative also eliminates Building 2, which comprises 71,961 square feet of building space. Site 2 would remain the same under this alternative with the trailer storage lot and the 100-square-foot guard shack. This alternative represents a reduction of approximately 30 percent (30%) of building square footage as compared to the Proposed Project. This alternative provides an additional 611 trailer stalls for trailer parking in lieu of Building 2. A site plan for the Reduced Density Alternative is shown on Figure 5-3.

When compared to the Proposed Project, this alternative would result in a 261,968-square-foot reduction of building space, 89 less parking stalls, 611 more trailer stalls, 27 fewer dock doors and one less grade door.

The configuration of the buildings is not relevant to the analysis of potential GHG emissions and VMT impacts. This analysis is solely related to the volume of traffic, which correlates to GHG emissions from automobile and truck trips. However, for purposes of analysis, it is assumed that the buildings would have a similar configuration as the Proposed Project and that other components of the Proposed Project related to access, landscaping, infrastructure, and other amenities would be the same.

Relevant to this alternatives analysis is the amount of average daily trip (ADT) generation. Applying the trip generation calculations for the Proposed Project (as presented in Table 4.13-2, Trip Generation Summary, in Section 4.13, Transportation), the Reduced Intensity Alternative would result in a net reduction in ADT compared to the Proposed Project. This alternative would result in approximately 1,911 ADT compared to 2,730 ADT with the Proposed Project.

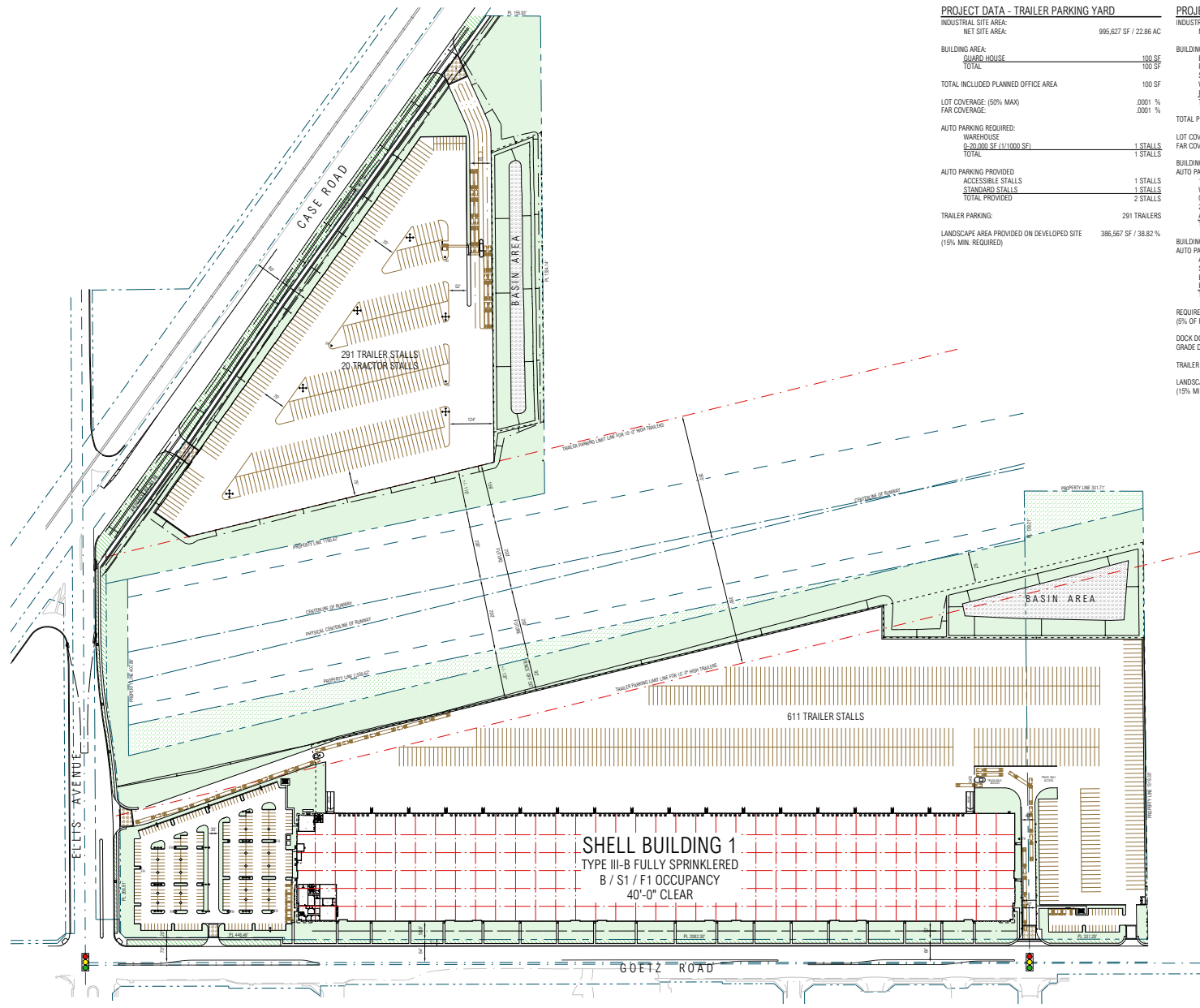
5.4.3.1 Impact Analysis

Aesthetics

Similar to the Proposed Project, development of the Reduced Intensity Alternative would alter the existing visual condition of the Project Site through the introduction of development on a previously vacant, undeveloped site. Although the building footprint would be approximately 30 percent smaller, it is expected that the overall visual appearance under this alternative would be similar, though reduced to some extent, to the Proposed Project and would not represent a significant impact. As with the Proposed Project, the development associated with the Reduced Intensity Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory. With incorporation of the mitigation measure for construction lighting, the Reduced Intensity Alternative would have slightly reduced impacts as the Proposed Project related to aesthetics.

Air Quality

As with the Proposed Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be approximately 30 percent lower than that for the Proposed Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be reduced. As with the Proposed Project, the Reduced Intensity Alternative would be consistent with the vehicular trips anticipated in the AQMP, thereby resulting in a less than significant impact related to consistency with the AQMP.



PROJECT DATA - TRAILER PARKING YARD

INDUSTRIAL SITE AREA:	
NET SITE AREA:	995,627 SF / 22.86 AC
BUILDING AREA:	
GUARD HOUSE	100 SF
TOTAL	100 SF
TOTAL INCLUDED PLANNED OFFICE AREA	100 SF
LOT COVERAGE: (50% MAX)	.0001 %
FAR COVERAGE:	.0001 %
AUTO PARKING REQUIRED:	
WAREHOUSE	1 STALLS
6,200,000 SF (11,000 SF)	1 STALLS
TOTAL	1 STALLS
AUTO PARKING PROVIDED:	
ACCESSIBLE STALLS	1 STALLS
STANDARD STALLS	1 STALLS
TOTAL PROVIDED	2 STALLS
TRAILER PARKING:	291 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (15% MIN. REQUIRED)	386,567 SF / 38.82%

PROJECT DATA - BUILDING 1

INDUSTRIAL SITE AREA:	
NET SITE AREA:	2,607,111 SF / 59.85 AC
BUILDING AREA:	
BUILDING 1	
FIRST FLOOR OFFICE AREA	10,000 SF
SECOND FLOOR OFFICE AREA	00 SF
WAREHOUSE AREA	594,702 SF
FIRE PUMP	400 SF
TOTAL	605,102 SF
TOTAL PROJECT PLANNED OFFICE AREA	10,000 SF
LOT COVERAGE: (50% MAX)	23.20 %
FAR COVERAGE:	23.20 %
BUILDING 1 PARKING REQUIRED:	
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
10,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (11,000 SF)	20 STALLS
20K + 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	113 STALLS
TOTAL	143 STALLS
BUILDING 1 PARKING PROVIDED:	
AUTO PARKING PROVIDED:	
ACCESSIBLE STALLS	12 STALLS
STANDARD STALLS	297 STALLS
EV PARKING STALLS (CHARGERS)	19 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	58 STALLS
TOTAL PROVIDED	386 STALLS
REQUIRED BICYCLE PARKING - BUILDING 1 (8% OF REQUIRED AUTO PARKING)	8 BIKE LOCATIONS
DOCK DOORS PROVIDED	119 DOORS
GRADE DOORS PROVIDED	2 DOORS
TRAILER PARKING 1/5,000 SF: (121 REQUIRED)	611 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (15% MIN. REQUIRED)	652,666 SF / 25.03%

Source: RGA Office of Architectural Design 2024; CH Realty Partners, LLC. 2024.

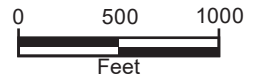


Figure 5-3

Alternative 3: Reduced Intensity Alternative

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Implementation of the Reduced Intensity Alternative would affect the same construction impact area as the Proposed Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Proposed Project.

Because the building operations with the Proposed Project would be reduced with the Reduced Intensity Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be lower than the Proposed Project due to the 261,968-square-foot reduction in the size of the buildings. Operational emissions would be reduced by approximately 30 percent consistent with the reduction in building size and trip generation (which is calculated based on building size). As with the Proposed Project, operational regional emissions generated with the Reduced Intensity Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be reduced, operational emissions and associated impacts would be less than significant, similar to the Proposed Project.

Biological Resources

The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds, and burrowing owls) as with the Proposed Project. With incorporation of the mitigation measures, impacts to biological resources would be less than significant with both the Reduced Intensity Alternative and the Proposed Project.

Cultural Resources

There are no historic or known archeological resources within the Project Site. Therefore, no impact to historic or known archeological resources would occur with implementation of either the Reduced Intensity Alternative or the Proposed Project. The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Proposed Project. With incorporation of the applicable mitigation measures, the Reduced Intensity Alternative would have similar impacts as the Proposed Project related to cultural resources.

Energy

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Proposed Project because of the overall reduction in building size. The Reduced Intensity Alternative would involve development of one industrial building totaling

605,102 square feet, which is 261,968 square feet less than the Proposed Project. This alternative would result in reduced energy demand during operational activities. Therefore, the Reduced Intensity Alternative would have reduced energy impacts as compared to the Proposed Project. The Reduced Intensity Alternative would have less than significant impacts as compared to the Proposed Project related to energy.

Geology and Soils

The Reduced Intensity Alternative would involve the same construction impact area as the Proposed Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Proposed Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Proposed Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Proposed Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Reduced Intensity Alternative and the Proposed Project.

Greenhouse Gas Emissions

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Proposed Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions with mitigation (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 6,964 MT CO₂e/yr (compared to 9,949 MT CO₂e/yr with the Proposed Project). Therefore, the Reduced Intensity Alternative would have lower GHG emission impacts than the Proposed Project. Therefore, like the Proposed Project, the GHG emissions under this alternative would be below the 10,000 MT CO₂e/yr threshold of significance and be considered less than significant.

Hazards and Hazardous Materials

Neither implementation of the Reduced Intensity Alternative nor the Proposed Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project Site, the Reduced Intensity Alternative and the Proposed Project would have no impact associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the Reduced Intensity Alternative would have a similar potential to handle and store hazardous materials as the Proposed Project, and similar impacts related to hazards associated with the Perris Valley Airport,

and emergency response/evacuation. A wind study was performed which concluded that the Reduced Intensity Alternative had no measurable effect on wind patterns, similar to the Proposed Project.

The Wind Tunnel Velocity Measurement Report analysis found that results for the high-performance landing zone and the student landing zone displayed similar trends as those for the Airport runway, with a general decrease in wind velocity effect observed at the parachute landing zones farther south and east with the Reduced Intensity Alternative in place, similar to the Proposed Project. The magnitude of these velocity reductions is less than the values observed for the existing conditions at the southern end of the runway across all measured wind directions. In each wind direction case, the resulting magnitude of the crosswind and vertical mean velocity with the Reduced Intensity Alternative in place is less than existing conditions observed at the southern end of the runway, similar to the Proposed Project. Additionally, increases in turbulence intensity were measured at the north end of the runway for wind direction between 212 degrees and 302 degrees, however, the magnitude of the turbulence is considered de minimis and was less than existing conditions measured at other runway locations.

In short, the Wind Tunnel Velocity Measurement Report confirmed that wind conditions over the runway and parachute landing zones with the Reduced Intensity Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project.

With incorporation of mitigation measures and mandatory regulatory compliance, both the Reduced Intensity Alternative and the Proposed Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

Hydrology and Water Quality

The Reduced Intensity Alternative would involve development of the same area that would occur with implementation of the Proposed Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Proposed Project. Similar to the Proposed Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Proposed Project, application of BMPs and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An on-site storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Proposed Project, with the incorporation of applicable regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to hydrology and flooding.

As with the Proposed Project, the Reduced Intensity Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Proposed Project, the Reduced Intensity Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Proposed Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Proposed Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and NPDES permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With adherence to applicable regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts, as compared to the Proposed Project related to water quality during construction and operation.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project Site is Light Industrial. As with the Proposed Project, the Reduced Intensity Alternative would result in the development of an industrial project. Under this alternative, the Project Site would be developed in compliance with the relevant Standards and Guidelines outlined in the City's general plan and zoning code and would not result in significant land use impacts, as with the Proposed Project. The development of a 605,102-square-foot industrial building at the Project Site would be consistent with the relevant goals and policies of the City of Perris General Plan. The Reduced Intensity Alternative would have similar, less than significant, impacts as the Proposed Project related to land use and planning.

The Reduced Intensity Alternative would not conflict with regional planning programs addressing operations at Perris Valley Airport, nor would it conflict with Connect SoCal or the Peris Valley ALUCP. Development of the Proposed Project would also not conflict with these regional planning programs.

Noise

Because construction activities would be similar, implementation of the Reduced Intensity Alternative would result in similar noise impacts during construction as the Proposed Project. Construction noise impacts would be less than significant, similar to the Proposed Project.

As identified previously, the Reduced Intensity Alternative would generate fewer Project-generated trips than the Proposed Project (approximately 1,911 daily trips compared to 2,730 daily trips with the Proposed Project). The volume of trucks on the designated truck routes, including

Case Road and Goetz Road, would be lower than the Proposed Project, thereby reducing off-site noise levels from trucks. As with the Proposed Project, off-site traffic noise impacts would be less than significant with the Reduced Intensity Alternative, but reduced compared to the Proposed Project.

The Reduced Intensity Alternative would reduce the truck activity at the building loading docks compared to what would occur with the Proposed Project, thereby reducing operational noise potentially impacting nearby sensitive noise receivers. Therefore, this alternative would have a less than significant impact related to operational noise as with the Proposed Project, but reduced compared to the Proposed Project.

As with the Proposed Project, the Reduced Intensity Alternative would require mitigation to address noise levels from Perris Valley Airport operations resulting in a less than significant impact.

Recreation

As with the Proposed Project, recreational facilities would not be directly impacted under this alternative. Since the Proposed Project consists of industrial uses only, direct impacts to recreational facilities would be negligible. Additionally, as indicated above, a wind study was prepared which concluded that construction of the Proposed Project would have no effect on operations at Perris Valley Airport. The Wind Tunnel Velocity Measurement Report ultimately confirmed that wind conditions over the runway and parachute landing zones with the Reduced Intensity Alternative would be no more severe than under the existing worst-case conditions at Perris Valley Airport, similar to the Proposed Project. Under this alternative, impacts to recreation would be environmentally similar to the Proposed Project. Recreation is not a significant and unavoidable impact of the Proposed Project.

Transportation

As with the Proposed Project, this alternative would incorporate applicable City standards related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Proposed Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Intensity Alternative and the Proposed Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Proposed Project, these impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the Reduced Intensity Alternative and would decrease by approximately 30 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in

overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Proposed Project since it is based on Project generated VMT divided by number of employees. As a result, the Reduced Intensity Alternative would generate a similar VMT per capita, though below the City's threshold with incorporation of the TDM mitigation measure. However, with regards to trip generation, the Reduced Intensity Alternative would result in fewer vehicle and truck trips compared to the Proposed Project.

Tribal Cultural Resources

The Reduced Intensity Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Proposed Project, should they be present. With incorporation of mitigation measures, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to tribal cultural resources.

Utilities and Service Systems

As with the Proposed Project, the Reduced Intensity Alternative would increase the water demand, wastewater generation, and electricity demand at the Project Site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Reduced Intensity Alternative would involve development of the same area that would occur with implementation of the Proposed Project and would generate a similar amount of storm water runoff. Although the total building size would be reduced, the overall utility infrastructure needed to serve the Reduced Intensity Alternative would be the same as the Proposed Project and would be located within the same construction impact area. Therefore, as with the Proposed Project, the Reduced Intensity Alternative would have similar, less than significant impacts as the Proposed Project related to the installation of utility infrastructure.

Due to the decreased building size, the Reduced Intensity Alternative would have reduced water demand and wastewater generation as compared to the Proposed Project. Therefore, the EMWD would have sufficient water to serve the Reduced Intensity Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated by the Reduced Intensity Alternative. The Reduced Intensity Alternative and Proposed Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Proposed Project, construction and operation of industrial uses under the Reduced Intensity Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Intensity Alternative and Proposed Project would have less than significant impacts related to solid waste.

5.4.3.2 Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the 30 percent reduction in building size with the Reduced Intensity Alternative, there would be a related 30 percent reduction in average daily trip generation, including truck trips. For all other topical areas, similar or reduced impact levels would occur with the Reduced Intensity compared to the Proposed Project.

5.4.3.3 Ability to Meet Project Objectives

8. **Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.** The Reduced Intensity Alternative would attain this objective.
9. **Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.** The Reduced Intensity Alternative would attain this objective.
10. **Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Proposed Project since the reduced building size would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).
11. **Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.** The Reduced Intensity Alternative would attain this objective.
12. **Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.** The Reduced Intensity Alternative would attain this objective.
13. **Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Proposed Project since the reduced building size would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).
14. **Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.** The Reduced Intensity Alternative would attain this objective.

5.5 Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the

other alternatives. Table 5-1 provides a summary comparison of the alternatives with the Proposed Project to highlight if each alternative would result in a similar, greater, or lesser impact regarding potentially significant impacts. In addition, Table 5-2 provides a summary comparison of the alternatives with the proposed project to determine if each alternative would meet the objectives of the Proposed Project.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or warehouse operations. There would be no impacts related to air quality, biological resources, greenhouse gas emissions, land use planning and no VMT impacts. However, this alternative would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed as part of the Proposed Project. Additionally, under the No Project/No Development Alternative a decrease in effect and magnitude of velocity and magnitude of turbulence compared to existing conditions would not occur when compared to the Proposed Project. Further, none of the objectives established for the Proposed Project would be met.

With regard to the remaining development alternative, the Reduced Intensity Alternative is environmentally superior to the Proposed Project. Due to the 30 percent reduction in building size with the Reduced Intensity Alternative, there would be a related 30 percent reduction in average daily trip generation, including truck trips. However, the potentially significant and unavoidable impacts associated with the ALUC consistency finding would be the same as the Proposed Project under this alternative. As shown in Table 5-2, the Reduced Intensity Alternative would result in reduced impacts related to air quality, energy, GHG emissions, noise, and utilities and service systems. For the other impact categories, the level of impact would be similar as compared to the Proposed Project. The Reduced Intensity Alternative would attain some of the Project objectives, but not to the same extent as the Proposed Project as there would be less employment generation and less economic benefit to the City.

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Section 4.1, Aesthetics					
Threshold AE-1: Scenic Vistas	LS		NI (less)	LS (similar)	LS (similar)
Threshold AE-2: Scenic Resources	LS		NI (less)	LS (similar)	LS (similar)
Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality	LS		NI (less)	LS (similar)	LS (less)
Threshold AE-4: Light and Glare	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.2, Air Quality					
Threshold AQ-1: Consistency with Applicable Air Quality Plan	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold AQ-2: Cumulative Increase in Criteria Pollutant Emissions	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold AQ-3: Sensitive Receptors	LS		NI (less)	LS (similar)	LS (less)
Threshold AQ-4: Odors	LS		NI (less)	LS (similar)	LS (less)
Section 4.3, Biological Resources					
Threshold BIO-1: Candidate, Sensitive, or Special-Status Species	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-2: Riparian Habitat and Other Sensitive Natural Communities	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-3: Wetlands	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-4: Native Resident or Migratory Fish or Wildlife Species	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold BIO-5: Conflict with Tree Preservation Policy or Ordinance	LS		NI (less)	LS (similar)	LS (similar)
Threshold BIO-6: Conflict with Habitat Conservation Plan	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.4, Cultural Resources					
Threshold 1: Historical Resources	LS		NI (less)	LS (similar)	LS (similar)

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold 2: Archaeological Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Threshold 3: Human Remains	LS		NI (less)	LS (similar)	LS (similar)
Section 4.5, Energy					
Threshold EN-1: Wasteful or Inefficient Energy Usage	LS		NI (less)	LS (similar)	LS (less)
Threshold EN-2: Conflict with Renewable or Energy Efficiency Plan	LS		NI (less)	LS (similar)	LS (similar)
Section 4.6, Geology and Soils					
Threshold GEO-1: Exposure to Seismic-Related Hazards	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-2: Soil Erosion or Topsoil Loss	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-3: Geologic Stability	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-4: Expansive Soils	LS		NI (less)	LS (similar)	LS (similar)
Threshold GEO-5: Septic Tanks or Alternative Wastewater Disposal Systems	NI		NI	NI	NI
Threshold GEO-6: Paleontological Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.7, Greenhouse Gas Emissions					
Threshold GHG-1: Generation of Greenhouse Gas Emissions	PS	LSM	NI (less)	LSM (less)	LSM (less)
Threshold GHG-2: Conflict with Applicable Plan	PS	LSM	NI (less)	LSM (less)	LSM (less)
Section 4.8, Hazards and Hazardous Materials					
Threshold HAZ-1: Transportation, Use, and Disposal of Hazardous Materials	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold HAZ-2: Accidental Releases	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold HAZ-3: Hazards to Nearby Schools	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-4: Hazardous Materials Sites	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-5: Hazards from Nearby Airports	LS		NI (less)	LS (similar)	LS (similar)

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold HAZ-6: Emergency Response or Evacuation Plans	LS		NI (less)	LS (similar)	LS (similar)
Threshold HAZ-7: Wildland Fires	LS		NI (less)	LS (similar)	LS (similar)
Section 4.9, Hydrology and Water Quality					
Threshold HYD-1: Water Quality Standards	LS		NI (greater)	LS (similar)	LS (similar)
Threshold HYD-2: Groundwater Supplies	LS		NI (less)	LS (similar)	LS (less)
Threshold HYD-3: Site Drainage and Hydrology	LS		NI (greater)	LS (similar)	LS (similar)
Threshold HYD-5: Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan	LS		NI (similar)	LS (similar)	LS (similar)
Section 4.10, Land Use and Planning					
Threshold LU-1: Physical Division of Established Community	LS		NI (less)	LS (similar)	LS (similar)
Threshold LU-2: Conflict with Applicable Land Use Plans, Policies, and Regulations	LS		NI (less)	LS (similar)	LS (similar)
Section 4.11, Noise					
Threshold N-1: Exceedance of Noise Standards	PS	LSM	NI (less)	LSM (similar)	LSM (less)
Threshold N-2: Excessive Groundborne Vibration or Noise	LS		NI (less)	LS (similar)	LS (similar)
Threshold N-3: Aircraft Noise	LS		NI (less)	LS (similar)	LS (similar)
Section 4.12, Recreation					
Threshold REC-1: Deterioration of Parks and Recreational Facilities	LS		NI (less)	LS (similar)	LS (similar)
Threshold REC-2: Construction or Expansion of Recreational Facilities	NI		NI (less)	NI (similar)	NI (similar)
Section 4.13, Transportation					
Threshold TR-1: Circulation System Performance	LS		NI (less)	LS (less)	LS (less)
Threshold TR-2: Induction of Substantial Vehicle Miles Traveled	PS	LSM	NI (less)	LS (similar)	LS (less)

Table 5-1. Comparison of Potentially Significant Impacts for Alternatives to the Project

Impact	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Alternative 2	Alternative 3
Threshold TR-3: Hazardous Design Features	LS		NI (less)	LS (similar)	LS (similar)
Threshold TR-4: Inadequate Emergency Access	LS		NI (less)	LS (similar)	LS (similar)
Section 4.14, Tribal Cultural Resources					
Threshold TCR-1: Tribal Cultural Resources	PS	LSM	NI (less)	LSM (similar)	LSM (similar)
Section 4.15, Utilities and Service Systems					
Threshold USS-1: New or Expanded Utilities Facilities	LS		NI (less)	LS (similar)	LS (similar)
Threshold USS-2: Water Supply Availability	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-3: Wastewater Treatment Capacity	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-4: Solid Waste Generation	LS		NI (less)	LS (similar)	LS (less)
Threshold USS-5: Compliance with Solid Waste Regulations	LS		NI (less)	LS (similar)	LS (similar)

Notes: LS = Less than Significant Impact; LSM = Less than Significant with Mitigation, NI = No Impact; PS = Potentially Significant Impact; SU = Significant and Unavoidable

Table 5-2. Ability of Project Alternatives to Meet the Project Objectives

Project Objectives	Ability of Alternatives to Meet the Project Objectives		
	No Project	Alternative 2	Alternative 3
1. Allow for the development of a professional, well-maintained, and attractive light industrial warehousing complex that is compatible with nearby residential neighborhoods.	No	Yes	Yes
2. Develop industrial land uses on the Project Site consistent with the City of Perris Comprehensive General Plan 2030 policies and objectives.	No	Yes	Yes
3. Provide additional employment opportunities for area residents consistent with SCAG's Connect SoCal 2024 Plan which promotes a balance of job and housing opportunities in local areas to reduce long commutes from home to work.	No	Yes	Yes, but not to the same extent as the Proposed Project

Table 5-2. Ability of Project Alternatives to Meet the Project Objectives

Project Objectives	Ability of Alternatives to Meet the Project Objectives		
	No Project	Alternative 2	Alternative 3
4. Develop industrial land uses that are compatible with the existing use of Perris Valley Airport and the Skydive Perris operation.	No	Yes	Yes
5. Provide additional industrial warehousing opportunities adjacent to designated truck routes within the City of Perris.	No	Yes	Yes
6. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.	No	Yes	Yes, but not to the same extent as the Proposed Project
7. Revitalize the Project Site by transitioning from underutilized agricultural land use to a modern-day commerce center.	No	Yes	Yes